The Literary Digest

(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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New York London

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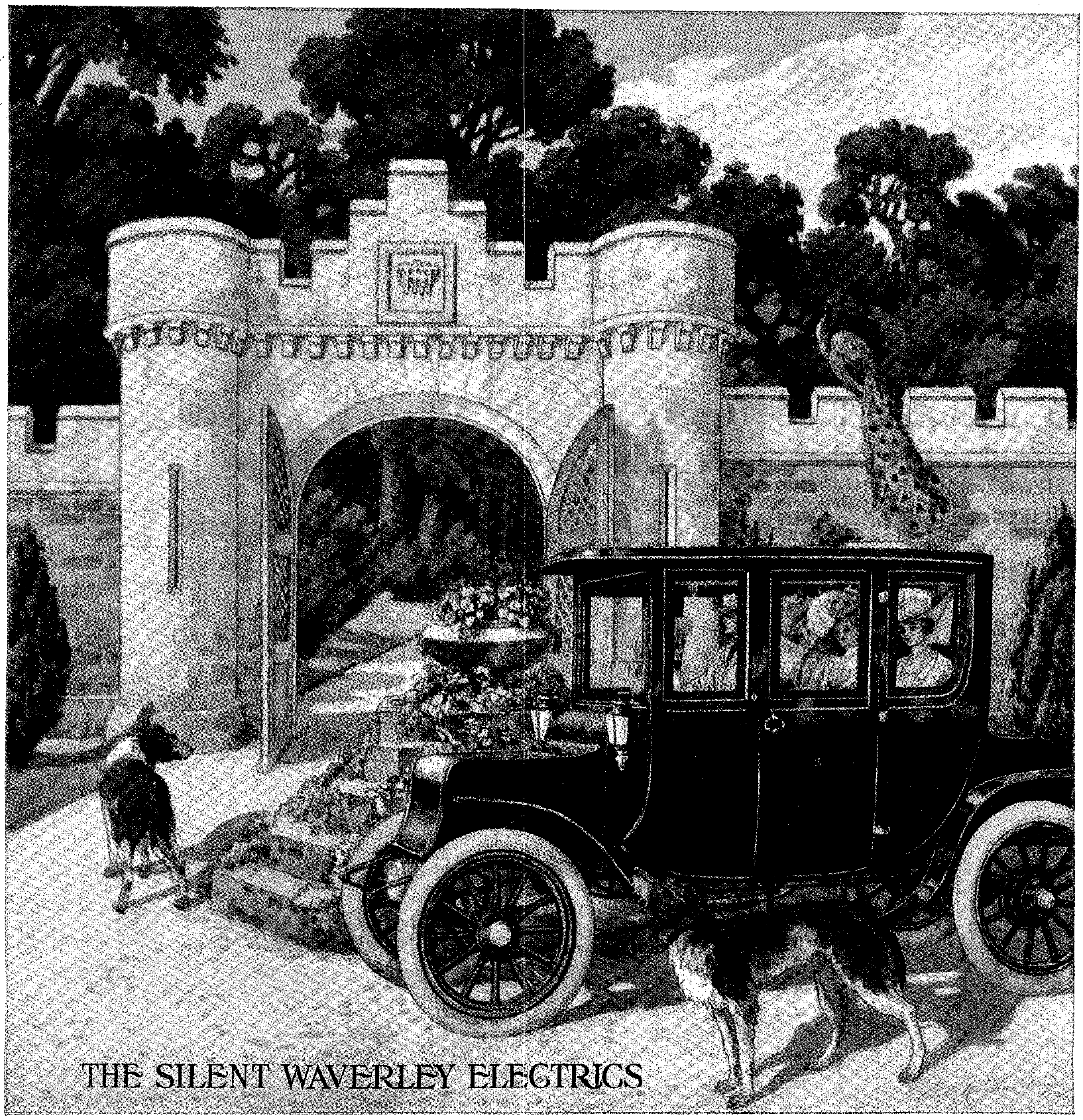

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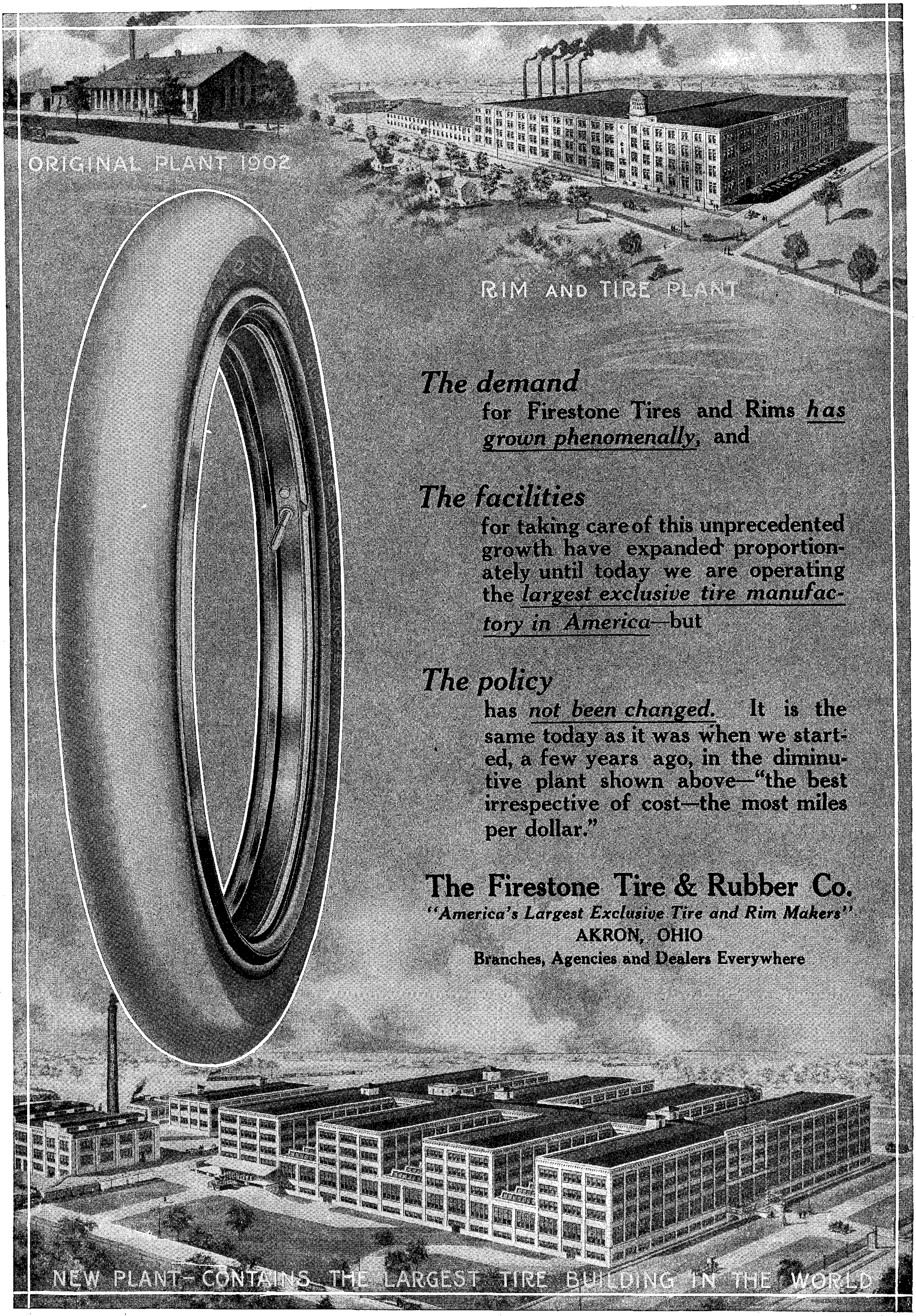
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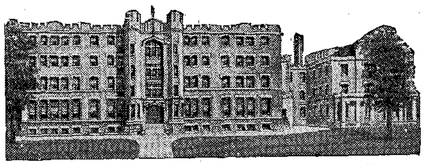

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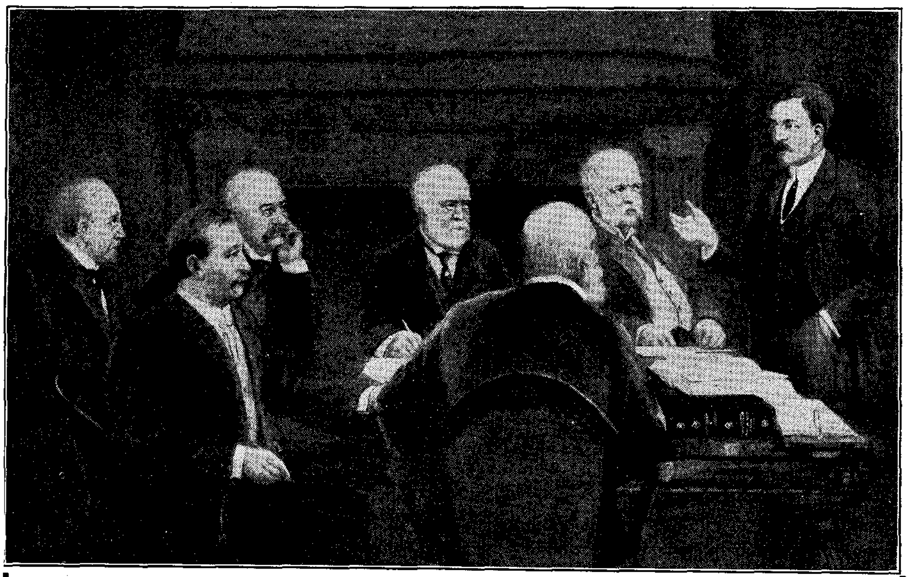

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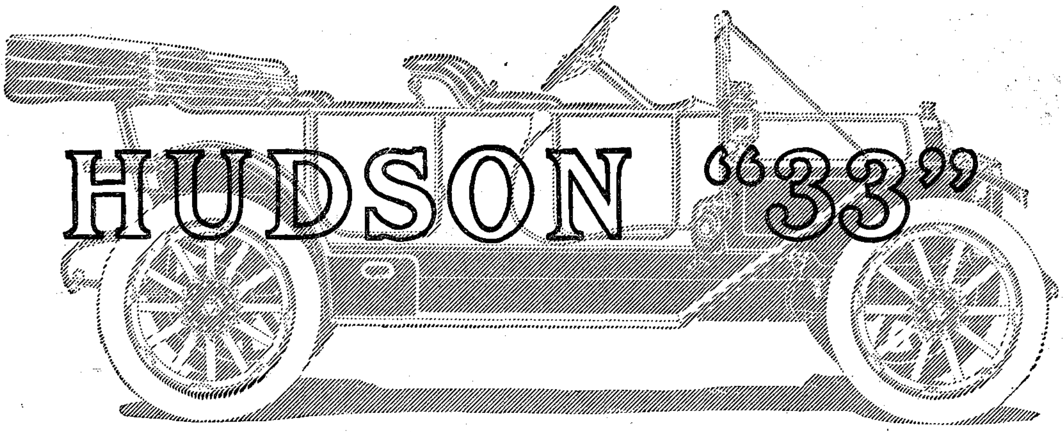

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If you can't find it convenient to personally examine many cars, get catalogs and compare the illustrations. Lay the cuts of the motors side by side and note how much more complicated all are as compared to the motor of the "33."

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You immediately recognize that in eliminating these 900 parts we can put the money thus saved into bettering the quality of the parts that are used. That is why experts do not compare the HUDSON "33" with other cars selling within its price range—between $1400 and $2000—but with cars which sell above $2500.

We have developed factory economy to as high a state as has any manufacturer. Our volume in the number of cars produced is among the largest. We know that in these directions it is impossible to bring price down and quality up in the same degree as shown in the "33." The only way it can be accomplished is just as it has been in this case—by eliminating the number of parts used.

No other automobile is so simple as the HUDSON "33"; therefore, we say, no other car of such quality can be sold under $2500.

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In the matter of tires, for instance—the most costly single item entering into the operation of an automobile—we have in the 1912 model assured greater economy.

Last year we furnished 34 x 3½-inch tires, a size tire makers say is large enough for a car of the weight of the HUDSON "33." This year to assure longer service, we are using 34 x 4-inch tires.

To reduce all annoyance of delays and work on the road, the "33" is this year furnished with Demountable Rims. Fear of punctures need no longer concern you, for a ready-inflated tire can be substituted so easily that a woman can make the change in five minutes.

Wider, deeper and softer seats with higher backs are furnished. The springs are a trifle longer and therefore more flexible. In hundreds of little things we have added a touch of simplicity and of elegance that increases greatly the unequaled value you obtain in the HUDSON "33."

Control levers are located inside and are operated by the right hand, yet do not interfere with the driver's knees, which is a common fault with most cars that have inside controls.

Equipment is Included

Last year we quoted the car stripped, selling the top, magneto, and Prest-O-Lite tank as extras at $150. This year these things with the Demountable Rims, larger tires, heavier, larger lamps, etc., are listed with the car. With the same equipment as is this year furnished regularly, to say nothing of the much greater value of this year's model, the 1911 car cost $1630.

All 1912 models sell at $1600.

When you get the 1912 HUDSON "33," it is equipped ready for complete and satisfactory service. Even the license number holders and tire irons are in place.

We Have Spent Lavishly

No expense has been spared in making the 1912 HUDSON "33" all that could be desired in every particular. The best of everything has been used. We were generous in this respect with the 1911 model.

This season we are even more particular as to the quality of materials and the way they are assembled. You can't see just how we have added to this quality except by the perfect and long operation of the car.

You can see, however, by a mere glance, that a better quality of equipment is furnished than you ordinarily find on cars selling under $2500. The lamps are the same as are used on one of the highest priced American cars. The upholstering is carefully selected. The paint is of the highest quality. All the details that contribute to convenience and long inexpensive service are there. We have a perfected system of carburetion by which greater mileage is secured from each gallon of gasoline. The larger tires assure lower operating cost.

You Might Get a Car Now

We have never been able to build the "33" as fast as the demand requires. All dealers are constantly clamoring for more cars. But perhaps your dealer could, if you see him promptly, get you an early delivery. Last spring we were 2,000 cars oversold. There has not been a day since the 1912 models were announced that orders on hand did not exceed all the cars we could produce in two months. So if you get a HUDSON "33" it will be because the dealer has foreseen the situation and has a car on hand in expectance of just such a demand.

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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VOL. XLIII., NO. 11 NEW YORK, SEPTEMBER 9, 1911 WHOLE NUMBER 1116

TOPICS OF THE DAY

OPENING THE 1912 CAMPAIGN

PRESIDENT TAFT'S attack upon the Democrats and the Insurgents in his so-called "key-note" address at Hamilton, Mass., his proposed speech-making tour of twenty-four States, and the opening of an Insurgent campaign headquarters in Washington, all help to convince editorial observers that the Republican Presidential campaign of 1912 has begun about a year ahead of time. There seems to be a general agreement at this stage of the game, moreover, that the issue is to be the tariff; and popular interest, centering acutely around President Taft's relations to that issue, seems to find some difficulty in interpreting those relations. With his vetoes of the three Democratic tariff bills as a touchstone, the editorial assayists arrive at many and varied estimates of the amount of alloy in his tariff-revision sentiments. Thus, while some of them maintain with the Baltimore *American* (Rep.) that he is the ideal revisionist and "has the clearest tariff record of any one who is now discussing that theme," others agree with the Los Angeles *Express* (Ind.) that as a tariff reformer "he has failed the people in their need." With President Taft, says Mr. Bryan's *Commoner*, "revision was but a fitful dream" and "he sleeps soundly now."

In his Hamilton speech to the Essex County Republican Club, in which he justifies his vetoes of the Wool, Cotton, and Free-List bills on the ground that they embodied no sincere effort toward reform, but bore plainly the stamp of "tariff for politics only," the President states the case as follows:

> "They were plainly measures made to appeal to a supposed popular desire and with the hope that, by the veto which they had every reason to expect, they might invite popular hostility toward the Executive and the party of which he was the head. These are the simple facts in respect to the tariff legislation attempted in the House and in the Senate. . . . It may be that there were rates in them that would constitute only a proper reduction, but nobody knows, certainly not the framers of the bill. I hope we shall know in December.
>
> "I am here to speak the truth as nearly as I can. I recognize the general demand throughout the country for a reduction of duties, so far as that reduction can be made consistent with the maintenance of a measure of protection that shall enable the industries of the country to live.
>
> "The time of the Chinese wall and duties exceeding the difference between the cost of production here and the cost of production abroad has passed, and we of the Republican party are under an obligation as soon as opportunity comes to advocate and carry through a revision of the tariff which shall meet the present popular demand, and to which we are really pledged. Therefore, when the Tariff Board shall make its report in December on wool and cotton, I expect to submit to Congress recommendations based on their report for a revision of both schedules.
>
> "I have already exprest my opinion that the woolen schedule is too high, that it has prevailed for so many years that it ought to be revised, and is the subject of complaint not only to consumers, but also by those who are engaged in the industries affected. So far as I can help it, however, no such revision will take place unless it is made with a full knowledge of the facts as found by an impartial investigation. . . . . . .
>
> "Is it not clear that reckless legislation of the kind proposed in the House of Representatives would imperil our industries so that nothing short of a most serious business depression could be expected as a result?"

In this same speech he specifically criticizes Senator La Follette, Speaker Clark, and House Leader Underwood for their part in what he regards as "political log-rolling" and "irresponsible" legislation. Particularly does he accuse them of inconsistency in having declared themselves in favor of a non-partizan tariff commission and then treating with contumely the present Tariff Board, which the President insists is to all intents and purposes the same thing. And in this opinion he does not stand alone. "If deliberate revision of the tariff with the aid of a board of experts was a good policy two years ago, it is a good policy now," declares the Milwaukee *Wisconsin* (Rep.), which adds: "The President has no doubt of its validity, and stands for it while others shift." "While there are those who would make the tariff a football for politicians, the President is not one of them," maintains the Knoxville *Journal* (Rep.). And the New York *Tribune* (Rep.) defends the President's determination to wait for the findings of the Tariff Board in the following paragraph:

> "The Senate failed last winter to pass the Tariff Commission Bill for which Mr. Clark voted, but Congress provided liberally for the maintenance and enlargement of the existing board, and the President, thinking Congress sincere in its intention to profit by the board's labors, added to its membership and instructed it to make a thorough examination of the conditions of production in each protected industry. It was Mr. Taft's understanding, as well as that of the country generally, that no tariff revision would be undertaken until after reports by the board had been submitted; and at the suggestion of a Democratic Senator, formerly the minority leader, the Senate passed a resolution before the last Congress adjourned, requesting that a report on the wool schedule be made in December, 1911. In attacking President Taft for living up to what he considered a rational program of tariff revision, assented to by members of both parties in Congress, the Speaker is therefore obliged to revise his former opinion of the value of a board of expert tariff investigators and advisers and imitate Mr. Underwood's cheap tactics of belittling any such agency as a hindrance to tariff revision and

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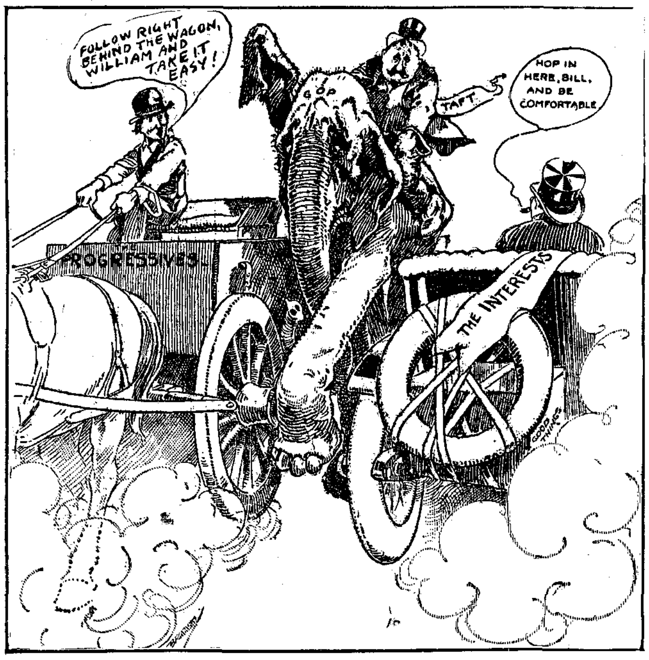

FOLLOW RIGHT BEHIND THE WAGON, WILLIAM AND TAKE IT EASY!
HOP IN HERE, BILL, AND BE COMFORTABLE
G.O.P
TAFT
PROGRESSIVES
THE INTERESTS
GOOD THINGS

IN THE MIDDLE OF THE ROAD.

There are going to be some critical moments.
—Bradley in the Chicago *News*.

TROUBLOUS

an unwarranted check on the freedom of action of members of Congress."

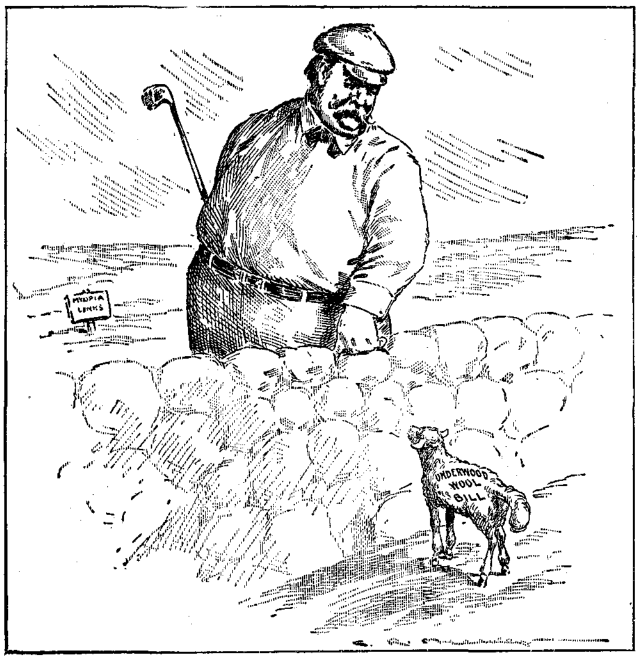
Among the many Republican papers which declare that the President has strengthened himself with the country by his veto of the Democratic and Insurgent tariff measures and his stand for a deliberate and scientific revision are the Philadelphia *Press*, the San Francisco *Call*, the Buffalo *News*, the Boston *Advertiser* and *Evening Transcript*, the Portland *Oregonian*, the Cleveland *Leader*, the Minneapolis *Journal*, the Denver *Republican*, and the St. Louis *Globe-Democrat*. Says the Pittsburg *Dispatch* (Ind. Rep.):

> "That Mr. Taft should be the target of the extremists on both sides, alike of the radicals and the reactionaries, is the best testimony that he is honestly striving to steer a clear course for the best interests of the nation as a whole. His great growth in public estimation shows that just as he has faith in the straight-thinking people they are coming more and more to place their faith in the straight-thinking President."

"There can be no quarrel with the President for his veto of the Cotton and Free-List bills," thinks the St. Paul *Pioneer Press* (Ind. Rep.), but "the country has a different idea of the Wool Bill." It goes on to say:

> "The country believes that the President overlooked an opportunity to render a service to the consumer when he failed to sign the bill reducing the wool schedule, which he declared in his Winona speech was 'indefensible,' and which he still insists is 'too high and has prevailed for so many years that it ought to be revised.'"

The Democratic editors and politicians and that part of the independent press which has been clamoring for tariff revision are assailing the President as a "standpatter," an "ultra-protectionist," a violator of campaign pledges, and a friend of the "interests." Quoting Mr. Taft's criticism of the Democratic tariff bills as drawn up "for politics only," the St. Louis *Republic* (Dem.) tells him that if his "vetoes were not 'for politics only,' they were for something much worse." The St. Louis *Post-Dispatch* (Ind. Dem.) denounces Mr. Taft's Tariff Board as having "no legal standing, no legal powers, no influence with Congress, and all the certainty of failure that was met by the forgotten Tariff Commission of 1883," and calls it "the great illusion of the day." Vigorous editorials condemning the President's position upon this issue appear in such papers as the New York *World* (Dem.), Brooklyn *Citizen* (Dem.), Birmingham *Age-Herald* (Dem.), Philadelphia *Record* (Ind. Dem.), and Louisville *Courier-Journal* (Dem.). In a leading editorial the New York *Times* (Ind. Dem.) warns the President that if he has been too confident of the sufficiency of the reports the Tariff Board will make during the coming session, "the political consequences of his error of judgment will be most serious." In his vetoes of the tariff bills "Mr. Taft has put all his eggs in the Tariff Board basket," and *The Times* is not above confessing a suspicion that when the basket is examined, its contents may prove to be unmarketable. A weekly strictly devoted to business and neutral in politics, *The Commercial and Financial Chronicle*, regrets the vetoing of the Wool and Free-List bills, and thinks that had the President approved them "he would have gone a great way toward depriving the Democratic party of campaign material and removing the tariff question as an issue from next year's Presidential campaign." The Providence *Journal* (Ind.) reminds the President that "no tariff revision at all will be obtained during his term of office unless he and the opposition party come to some compromise."



"AND EVERYWHERE THAT WILLIAM WENT, THAT LAMB WAS SURE TO GO."
—Macauley in the New York *World*.

TIMES

And so, "in spite of the Presidential vetoes and the adjournment of Congress," remarks *The Wall Street Journal*, "the tariff insists upon being talked about as much as ever." Moreover, the certain signs of our quadrennial plunge into political strife are at hand. Each day's news now brings some fresh reminder that the captains in next year's political battle are planning their campaigns, providing the sinews of war, and rousing the ardor of their followers by ringing speech or stinging editorial. From now on, notes the New York *Evening Post* (Ind.), "Mr. Taft will be regarded not merely as the President, but as an active candidate for renomination." Messrs. Clark, Bryan, and Underwood are already on the stump against the President. In his own party, Mr. Taft finds Senator La Follette an open rival for the nomination and in his company those Insurgents who, with Mr. Cummins, "do not believe that Taft takes the progressive side." Yet "as an independent and progressive newspaper" the Chicago *Record-Herald* sees nothing reactionary in the Taft record. Republican papers in the East praise him for his consistent "middle-of-the-road" attitude, and profess confidence that the President has the great body of the voters behind him, while Mr. Cannon fervently declares that he is "beginning to love Mr. Taft for the enemies he has made."

FIXING THE BLAME FOR ALASKAN SINS

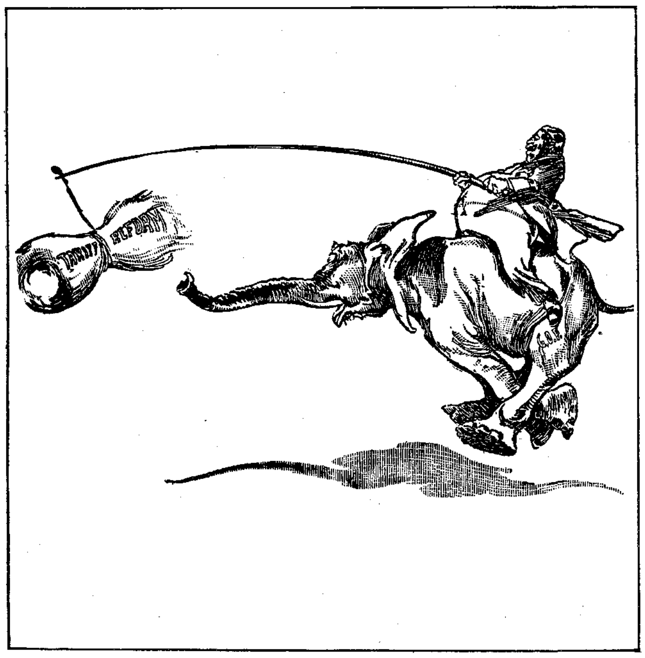
ALL WHO HAVE any knowledge of the matter seem to agree with Mr. Gifford Pinchot that the undeveloped coal-fields of Alaska are evidence of a situation "that well deserves to be called amazing and intolerable." But when it comes to placing the blame for this state of affairs we find a wide divergence of opinion, a certain section of the public on the Pacific Coast agreeing unqualifiedly with the Portland *Oregonian* that "Pinchot and Pinchotism are primarily responsible," while Mr. Pinchot himself declares no less emphatically that the fault lies "mainly at the door of the obstructionists in Congress, who kept bad laws on the statute books." The coming session of Congress appears likely to have some warm debates on this topic. Some of the blame, adds the ex-forester, also rests on "the men who tried to seize what they had no right to get—the syndicates of claimants, and their friends and backers, who preferred to take their chance of illegal gains under the old conditions rather than see the coal opened on terms that would be fair to all."

As to the physical facts of the situation, we are reminded that while there is "more good coal in Alaska than there ever was in Pennsylvania," and most of it within twenty-five miles of tidewater, "yet none of it has turned a wheel or netted a pound of ore." "The wonder grows," says Mr. Pinchot, "when we consider that Washington, Oregon, and California are without any considerable supply of high-grade coal of their own, and that good steam-coal sells in San Francisco for more than three times what it brings in New York." Moreover, "the present industries of the Territory are hampered and restrained by the high cost of fuel, transportation suffers, and the establishment of new industries is discouraged and deferred." This is the deplorable situation which Secretary of the Interior Fisher has gone to investigate at first hand; which many Portland, Seattle, and Tacoma papers regard as a bitter product of the conservation movement; and which Mr. Pinchot himself declares that only a wise application of the conservation policy can remedy.

Senator La Follette, urging the last session of Congress to place Alaska's affairs in the control of a commission similar to the Panama Canal Commission and advocating Government operation of Alaskan railroads, declared that every day made it more evident that "the American people are waging a losing fight in Alaska." On the one hand, he said, are 35,000 pioneers risking their lives and fortunes, and on the other "the millions of American people to whom this great storehouse of natural resources belongs," while between them stands "the enormous power of the greatest concentration of capital that the world has ever known." In other words, "the foundations are being laid in Wall Street for the upbuilding of a monopoly in Alaska equal to that which controls the great anthracite coal-fields of Pennsylvania."

For another aspect of this amazing situation we turn to the proceedings of the Southern Oregon and Northern California Mining Congress, at the recent session of which the "damnable results" in Alaska were laid at the door of "this mad craze for alleged conservation." In a report of these proceedings published in the Rogue River (Oregon) *Courier* we are told how "the arbitrary withdrawal of Alaska coal-lands has robbed many American citizens of their hard-earned rights." Of one case in particular, one of the speakers said:

> "Only the other day in Seattle, a reputable Alaskan coal-mine owner—he has not yet been dispossest, altho the department has declined to pass his claims to patent pending an 'investigation'—this 'mine owner' told me that if the patent is not granted for his ground he will be forced into voluntary bankruptcy to protect his family. This man located coal-lands in the Bering Lake district of Alaska. He was allowed to own these lands and to improve them under existing laws. He paid all fees that the government demanded and was given official receipts. He improved and developed and equipped his property for mining and shipping coal. The Copper River and Northwestern Railway, at Cordova, contracted to pay him $11.50 per ton for sacked steam-coal f. o. b. wharf, at Cordova. The railway contracted at a price that would have paid this Alaska mine a net profit of $25,000 in three months' time. Well, what happened then?
>
> "An arbitrary 'order' was issued prohibiting coal-mining in Alaska. For why? Perhaps it was because somebody had just formed a coal corporation in Oshkosh, Wis., or Red Bank, N. J., which was thought to be 'in restraint of trade.'
>
> "But there can be no doubt about the damnable results in this case. One hundred and fifty thousand dollars had been spent in



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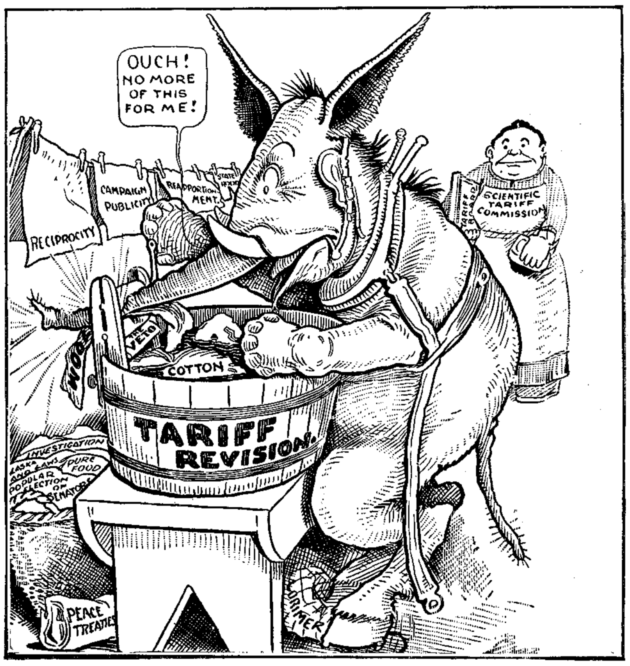
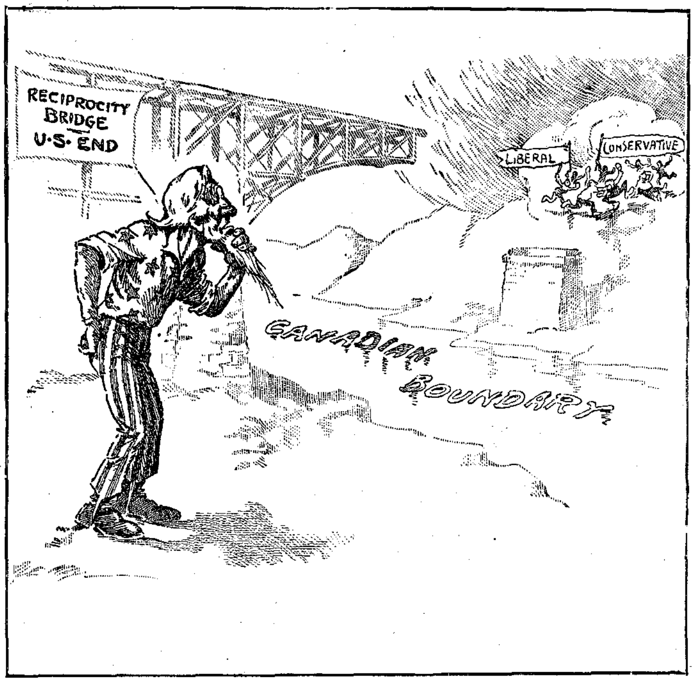
PERPETUAL MOTION.
—Mayer in the New York *Times*.

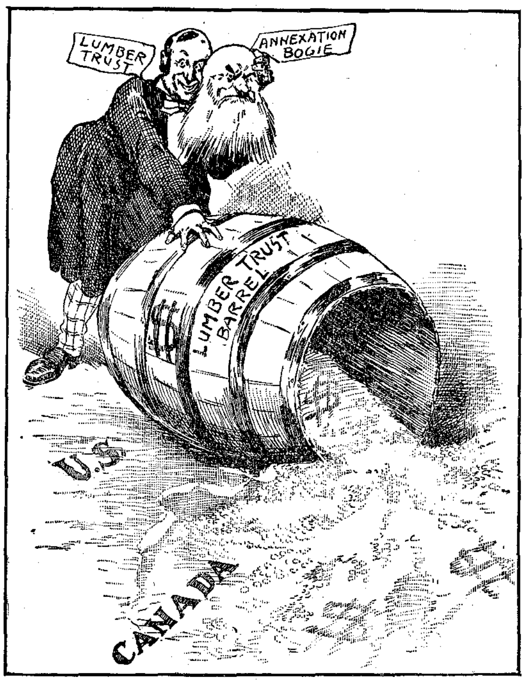


BLUE MONDAY FOR THE "DONKOPHANT."
—Bartholomew in the Minneapolis *Journal*.

FOR TARIFF MENDERS.



"WONDER IF THEY'LL GIT ACROSS WITH THEIR END!"
—May in the Cleveland *Leader*.



OVER THE BORDER.
—Carter in the New York *American*.

COMING ACROSS.

good faith in opening up this property to a point where it could repay the investors. . . . . . .

"Will you leave any stone unturned to save a good man from perishing by a disgrace that he does not deserve?"

Writing in the Philadelphia *Saturday Evening Post*, Mr. Pinchot says that when the best Alaskan coal-fields were discovered, some fifteen years ago, they were soon thickly covered with claims and the process of getting title from the Government was begun. The law under which these claims were located is admittedly a difficult law to work under, and the Government became convinced that in many cases it was being broken. This led to investigations, which involved delay in granting title, and which seem in many cases to have dragged on until, in 1906, President Roosevelt withdrew from entry all the coal-lands still in the public's hands, both in Alaska and in the rest of the United States. Says Mr. Pinchot:

"It has been charged that this withdrawal was a barrier to the development of the coal-lands in Alaska. Nothing could be farther from the fact. Practically the whole of the Bering River coal-field was covered with locations before the withdrawal was made, and every valid location was excepted from withdrawal and could be freely developed and patented; and the coal could be put on the market. It was not the withdrawal, but a defective and unworkable law and the lack of valid entries, that locked up the coal."

Repeated messages were sent to Congress by President Roosevelt urging a revision of the law, but in vain. Moreover:

"The whole power of the Administration was applied in repeated and unwearied efforts to get the law amended as private enterprise and the public welfare both required. In 1907, among others, a model coal-leasing bill was drawn by Judge Woodruff, then Assistant Attorney-General under Mr. Garfield, and introduced by Senator Nelson. In the same year another excellent bill was drawn and offered by Senator La Follette after consultation with President Roosevelt, and it has been introduced by him in every succeeding Congress. In House and Senate alike, however, it was impossible to get favorable action in the matter."

Bills providing for the leasing system were framed in committee, but the bills, according to Mr. Pinchot, always contained "jokers" favoring the special interests. The responsibility for keeping Alaska's coal inaccessible, he maintains, "rests squarely upon the men by whom these bills were framed in committee, and not on the men who rightly refused to let them pass." He goes on to say:

"It is due, then, to the inactivity of Congress as a whole and the bad activity of certain elements in Congress that the problem of how to handle the Alaska coal is still unsettled, altho the lines along which the settlement should come have long been known."

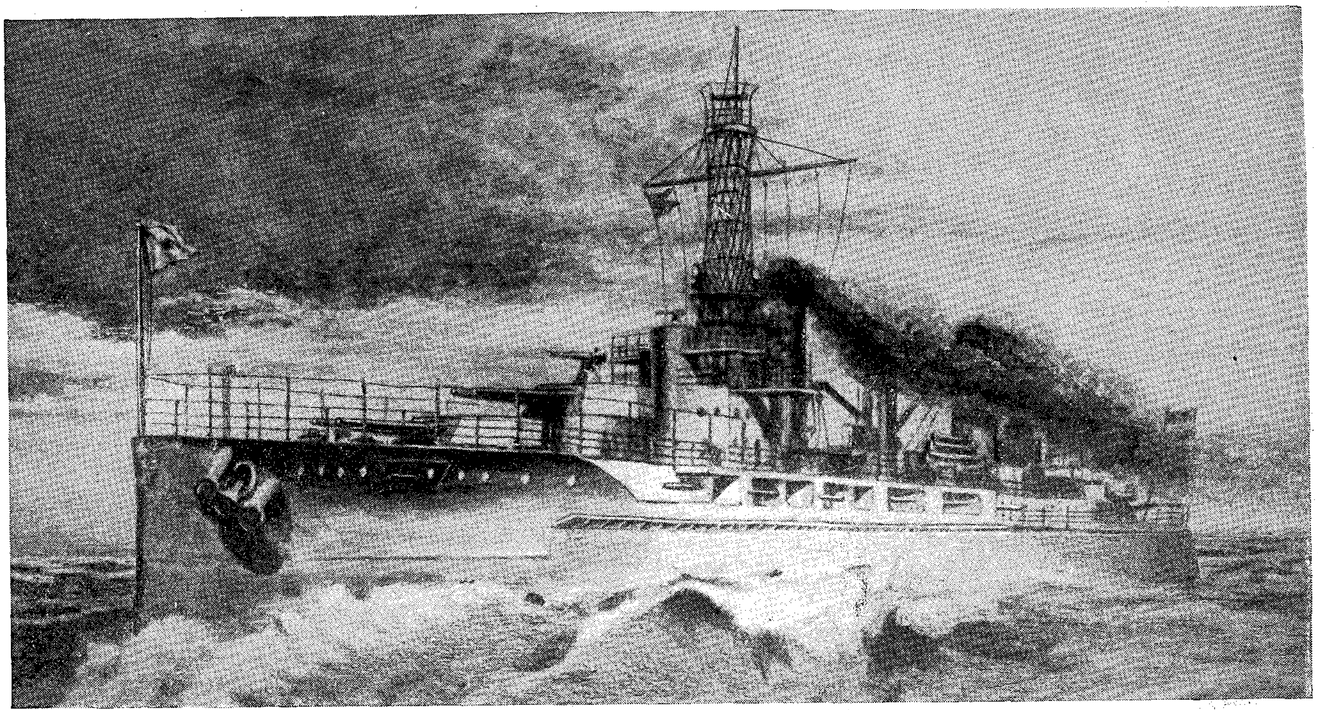
After enlarging on the advantages of the leasing system Mr. Pinchot goes on to speak of a bill, introduced in the House by Mr. Robinson, of Arkansas, and in the Senate by Mr. Works, of California, which he thinks would solve Alaska's problem. Of this bill, which has behind it the strong support of the National Conservation Association, we read:

"It proposes to meet the difficult problem of regulating the price to the consumer by adopting the course already followed with success by Kansas. It provides that, in determining a maximum beyond which the price to the consumer shall not rise, the Interstate Commerce Commission shall first establish a reasonable price at the mouth of the mine, and then add the cost for transportation—which it may regulate—and for handling, plus a reasonable profit—thus determining the highest price the consumer ought to pay. Without some such device, the regulation of the business in Alaska coal in the public interest must fail of its principal purpose. The man who needs protection most is the man who actually burns the coal."

After touching on the possibility of the Government construction or ownership of railroads in Alaska, Mr. Pinchot goes on to say:

"The opening of the coal-fields under Government regulation is but a start in the great work for Alaska which the Congress of the United States has yet to do. Alaska is the storehouse of the nation. Most of its timber-lands are already fairly protected against destruction, while remaining open to use, for they have been included in national forests; but the fisheries, the copper, the gold, the power, the land, are other resources whose value to this country it is impossible to compute.

"No comprehensive plan for the development of Alaska resources ought to be adopted—and I believe that none can be put into effect—which fails to provide for equality of opportunity in the use of them under Government supervision and control. If conditions are such in Alaska that development without monopoly is impossible, then let us, the people of the United States, become our own monopolists and hold the monopolies in our own hands. As a nation, we can afford to assume the risks of development without taking from the consumer the huge profit of the promoter who succeeds, or saddling the public with the huge losses which are often shifted upon it by the promoter who fails. If conditions make for monopoly in Alaska let it be a monopoly by which the people are the owners, not the toll-payers—the beneficiaries, and not the victims."



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THE "RIVADAVIA," ARGENTINA'S RECORD-BREAKING DREADNOUGHT.

BUILDING BIGGER BATTLESHIPS

NOBODY seems to explain, in the comment on the launching of the *Rivadavia* at Quincy, Mass., what use Argentina expects to have for the biggest battleship in the world. In fact, the recent activity of such South American countries as Argentina, Brazil, and Chile, in building and equipping huge warships, is a phenomenon which must stimulate surmise in more directions than one. It is not long since Brazil's Navy mutinied and nearly caused a revolution. Is the flocking of these bristling sea-monsters in southern waters a safeguard or a menace to peace among the South American states? When the *Rivadavia* was launched, on August 26, from the Fore River Shipbuilding Yards, President Taft sent to the Argentine minister a telegram of congratulation in which he exprest the "sincere hope" that "your country will find her useful only for the peace she insures and never in hostile engagements."

Argentina's monster super-dreadnought also inevitably arouses the old question, Where is this building of bigger and bigger warships going to lead? The *Rivadavia* is 585 feet long, while the *Arkansas* and *Wyoming*, the ships of our Navy which most nearly approach her in size and type, are 23 feet shorter. Like the *Arkansas* and *Wyoming*, she is to have a main battery of twelve 12-inch guns, but these are to have a radius of fire of 120 degrees as against 90 degrees in the American vessels. Newspaper reports of her displacement differ considerably, but the authoritative *Army and Navy Journal* places it at 27,500 tons, as against the *Arkansas'* 26,000. She will cost, say the dispatches, $11,000,000.

In spite of recent intimations of a reaction toward smaller battleships in the British Navy, remarks the New York *Tribune*, "there is no evidence that any other important Power has so much as seriously considered such a policy." On the contrary, "the tendency toward still larger vessels continues unabated." More and larger guns necessitate larger ships. As *The Tribune* puts it:

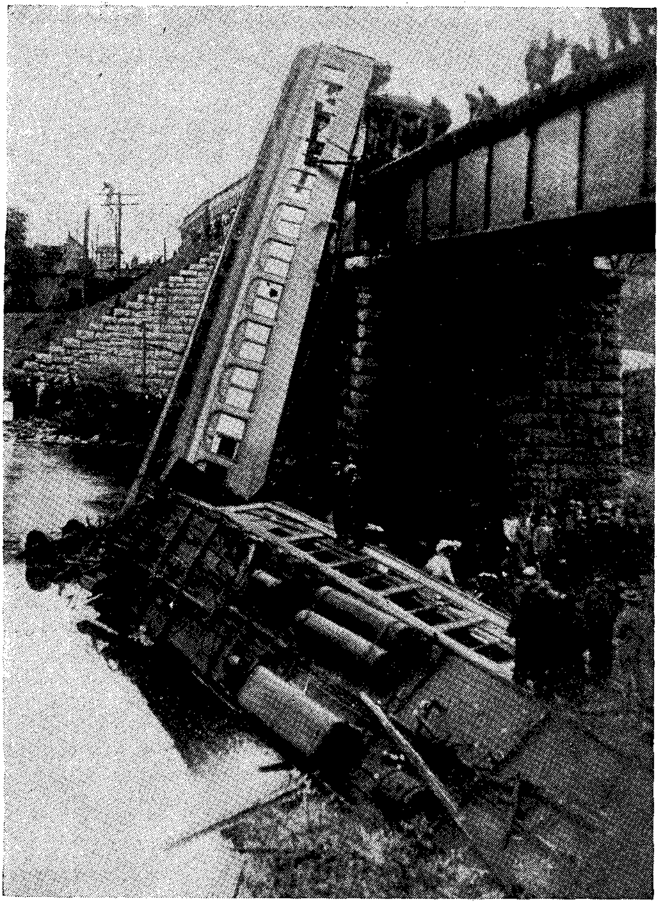
> "Farragut's principle, than which there is none sounder, was that the strength of a ship lay not in its armor but in its arms, and that the ship was strongest which had the most powerful guns. Our ordnance experts are now, as they believe, perfecting 16-inch guns. The *Dreadnought* and the *Utah* carry 12-inch guns. Obviously a ship with 16-inch guns would be far superior to one with 12-inch guns. If, therefore, 16-inch guns are found to be practicable, the rule of efficiency will require that we have ships capable of carrying them. That is to say, the primary and fundamental problem is to provide the most powerful guns. Then comes the secondary problem of providing ships to carry those guns. The ship is made for the guns, not the guns for the ship. . . . . . .
>
> "We may grant that a ship should be as small and as swift as possible, so long as it is stable and strong enough to carry the guns. But smallness is not the desideratum nor the criterion, but rather ability to carry the guns. That is the essential thing. Our ships must be as large and as heavy as may be necessary for that."

A dispatch from Quincy to the New York *Times* makes the following interesting comparisons between the *Rivadavia* and the latest dreadnoughts of the principal Powers:

> "The United States has four battleships of the dreadnought type that are nearly as big as the *Rivadavia* and two of which will be more powerful so far as their main batteries are concerned than the *Rivadavia* will be. The *Arkansas* and *Wyoming* are 860 tons smaller in size, but carry identical main batteries, while the *New York* and *Texas*, the building of which ships is now under way, are 500 tons smaller than the Argentine dreadnought. The *New York* and *Texas* will mount ten 14-inch guns, however, making their main batteries the greatest ever placed on board a battleship in this or any other navy.
>
> "Great Britain's nearest approach in battleships are those of the *King George IV.* type, which will displace, when completed, 25,000 tons, and which will mount ten 13.5-inch guns, next to the 14-inch guns that are to be mounted on the United States ships *New York* and *Texas* the most powerful naval guns in the world. Great Britain, however, has building a cruiser, the *Queen Mary*, that will be bigger in displacement by 1,350 tons than the *Rivadavia*.
>
> "Germany's type of dreadnought battleships that can be compared to the *Rivadavia* are the seven of the *Kaiser* class, now in process of construction. These ships will displace 23,000 tons, and will mount ten 12.2-inch guns in their main batteries.
>
> "Japan is understood to have in contemplation the construction of a dreadnought of the same tonnage as the *Rivadavia*. Her dreadnoughts now building, two of the *Kawachi* class, are 7,000 tons smaller than the *Rivadavia*, but will mount main batteries of 12-inch guns equal in number to those on the Argentine ship. France has four dreadnoughts of the *Courbet* type projected, which, when completed, will displace 23,467 tons, and carry main batteries of twelve 12-inch guns. Italy's biggest type is represented by the *Cone di Cavour* of 22,700 tons, launched two weeks ago; Austria is building two of 20,000 tons, and Russia four of the *Poltava* type, which will also mount a dozen 12-inch guns, and when completed will displace 23,300 tons."

FATAL RAILROADING

When a bubble in a steel rail, hidden from the eye of the most expert inspector, can cause the death of thirty passengers, it is hard to place the blame or suggest a remedy. The old advice to tie a railroad director on the pilot of every locomotive fails to fit such a case. Yet there is a strong feeling, as shown in the press comment, that it is not really necessary to kill and maim so many passengers every year as our railroads seem to believe. Some editors suggest that the sight of a few directors in striped raiment would stimulate the ingenuity of the rest to the point of devising new means of safety. The Baltimore *Sun* notes that "more Americans have been killed in railroad accidents in a single year than fell in the war with Spain," a comparison that seems to reflect equally on Spain and the railroads, and the Washington *Star* remarks that "evidence accumulates with appalling rapidity that the American railway system is operated on a dangerously narrow margin of safety." Such accidents the Philadelphia *Public Ledger* thinks will arouse the people "to the point of demanding, and in no uncertain tones, the strictest investigation into these recurrent horrors to the end that effective measures shall be taken for the better safeguarding of the lives of those who entrust themselves to the railroads," and this demand "will definitely include such action as shall hold accountable the companies or the officials who shall be found, through negligence or indifference, to have contributed to this terrible loss of life."



THERE WAS A FLAW IN THE RAIL.

The Lehigh Valley Railroad Wreck at Manchester, N. Y.

Two day-coaches, which had been sandwiched in between heavier ones, "were whipt out from the middle of the train and sent smashing into a gulch forty feet deep." Some thirty people, several of whom were Grand Army veterans, were killed, and sixty or more injured.

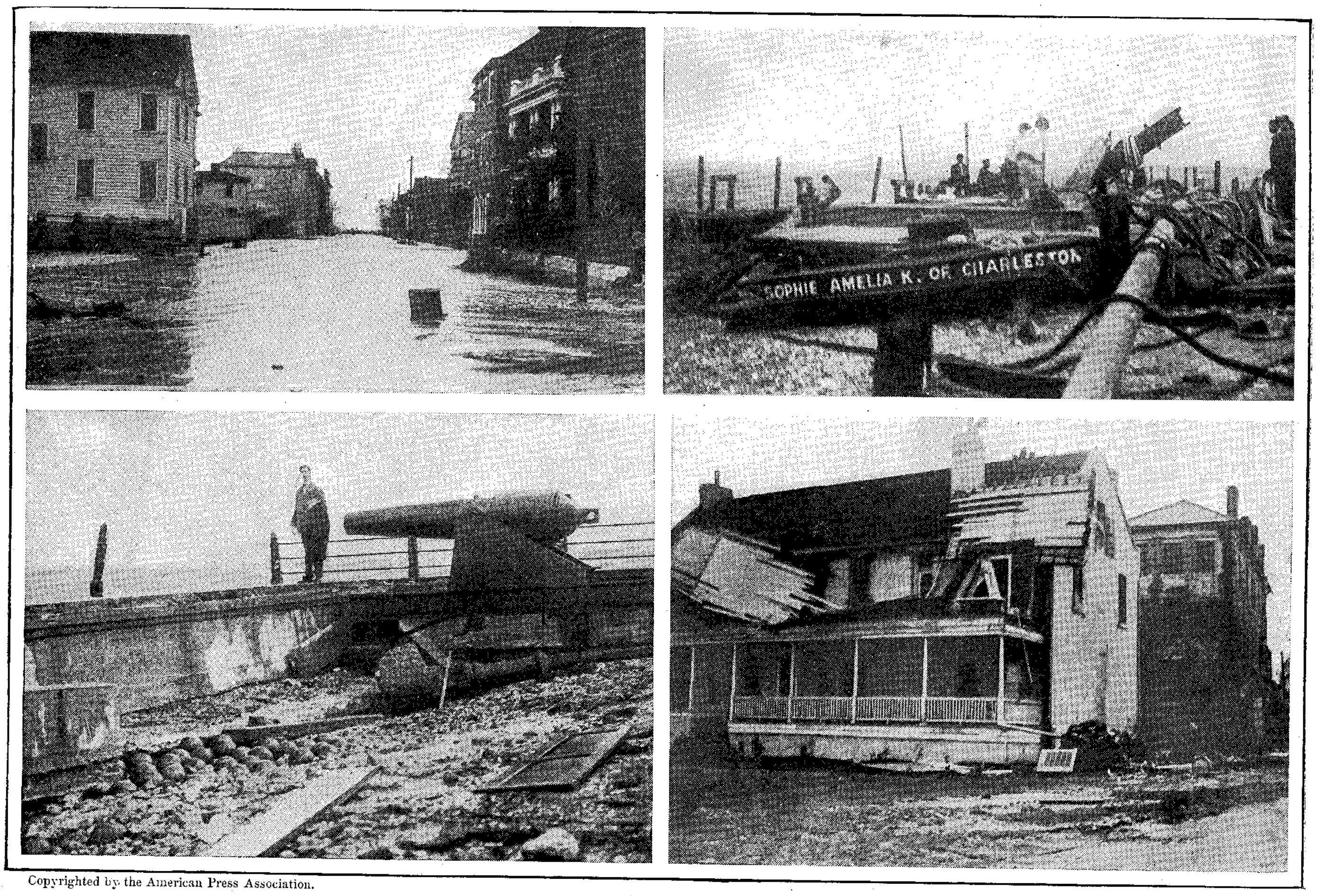
On Friday, August 25, a double-headed train of fourteen coaches, bound for New York and Philadelphia, and bearing many Grand Army veterans returning home from the encampment at Rochester, jumped the track on a trestle near Manchester, N. Y. Two day-coaches which had been sandwiched in between heavier ones, according to a New York *Times* dispatch, "were whipt out from the middle of the train and sent smashing into a gulch forty feet deep." Some thirty people, several of whom were veterans, lost their lives, and twice that number were injured. The cause of the accident, as stated by the railroad company, was a defective rail which gave way under the weight of the train, and "the defect was such that it could not be detected by inspection." The New York State Public Service Commission and the Interstate Commerce Commission decided on an inquiry at Albany, however, and their decision is expected to bring about a more systematic and rigorous inspection of railroad property, including rails. Of the manufacture of steel rails a correspondent of the New York *Sun* says that "some years ago the railroads changed from the Bessemer method to the open-hearth method, with a reduction in the cost of rails"; and "experts will make examinations of the two methods to find out whether the change has been detrimental to the quality of the steel."

Answering the general railroad argument that accidents are due to a mania for time-saving, the Philadelphia *Public Ledger* contends that "it will not do to say that the demand of the public for speed must be gratified at any cost, or that the loss of life is the price this generation must pay for progress." And *The Public Ledger* continues:

> "Complete immunity is not humanly possible perhaps, but with the accident record of the American railroads what it is, the blood of thousands of innocent victims cries aloud for prompt and effective action. There ought to be some provision of law for the impartial investigation of every train accident attended with loss of life, to the end that the cause may be ascertained, the remedy applied where remedy is possible, and punishment inflicted where neglect or carelessness is discovered. Nothing would so stimulate the activities of the railroads in this direction as the certainty that some form of retribution, applicable to the person of the offender, would unfailingly be applied by adequate authority acting for the general public.
>
> "Damage claims and the replacement of destroyed equipment are serious items, which do serve to make railroad officials careful, but if officials, as well as employees, were also held to a personal accountability, we should have fewer serious accidents. It might be impossible to foresee a hidden defect in a steel rail, a flaw in a wheel flange, but the neglect of adequate guard-rails on a bridge or trestle or the absence of competent inspection should be made criminal when they result in the needless sacrifice of human life."

Chairman Clements, of the Interstate Commerce Commission, goes further, according to a quotation, by saying that "one big responsible railroad official locked up would do more to protect and safeguard the traveling public than any number of fines and suits"; but the Springfield *Republican* rises to defend the railroad in question by declaring that if this statement is "hardly just in relation to the other recent horrors, it is particularly unjust in the present case, for the agents of the New York Public Service Commission find the cause to have been a defective rail which broke under the weight of this particular train—and that particular train was not particularly heavy for a rail length, and it was running at the moderate speed of twenty-five miles an hour." Sharing this belief is the New York *Times*, which asserts that the accident "must apparently be classed among those that can be called strictly and properly unavoidable." Steel cars which do not "close up like a jack-knife," as did one of the cars at Manchester, are suggested by other papers of the country as substitutes for the "old type of wooden tinder boxes."

The press bases its clamor for more care on a series of recent accidents, rather than on the Lehigh Valley incident. A wreck on the New York, New Haven and Hartford Railroad at Benvenue, Conn., August 27, killed one person and injured fifty others; four were killed at Fort Wayne, Ind., August 13; and two others at Salem, W. Va., August 2. Three hundred and nineteen



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GLIMPSES OF THE STORM'S WORK AT CHARLESTON.

persons have been killed in this country and in Canada in the last three years, according to the New York *Times*, which presents the following list of accidents and fatalities during the present year:

Jan. 2—Passenger train wrecked on Moller's Creek Railway, near Van Lear, Ky.; six killed.

Jan. 4—North Coast Limited on Northern Pacific collided with Burlington Express at Cheney, Wash.; five killed.

Feb. 5—Express train on Grand Trunk wrecked near Paris, Ontario; four killed.

Feb. 8—Memphis Special on Memphis Railroad wrecked near McDonald Station, Chattanooga; ten killed.

Feb. 8—Boiler of Missouri, Kansas & Texas locomotive exploded at Smithville, Texas; ten killed.

Feb. 18—Philadelphia & Reading train wrecked near Tamaqua, Penn., one killed.

Mar. 19—Buffalo trolley hit by Delaware, Lackawanna & Western Railroad train; two killed.

Mar. 25—Dixie Flier of the Atlantic Coast Line wrecked on trestle over Allapaha River, near Tifton, Ga.; ten killed.

June 3—Train on Minneapolis, St. Paul & Sault Ste. Marie Line wrecked near Vergas, Minn.; one killed.

June 7—Four freight trains on New York, New Haven & Hartford Railroad collide near Fairfield, Conn.; five killed.

June 16—International Limited on Grand Trunk derailed near Bowmanville, Ontario; one killed.

June 28—Philadelphia & Reading train wrecked in Philadelphia tunnel; one killed.

July 3—Pennsylvania Flier hits local at Lancaster, N. J.; two killed.

July 11—Federal Express on New York, New Haven & Hartford Railroad plunges over embankment at Bridgeport, Conn.; fourteen killed; forty-seven injured.

July 28—Excursion train on Bangor & Aroostook Railroad wrecked near Bangor, Me.; fifteen killed.

Aug. 2—New York & St. Louis fast train wrecked on Baltimore & Ohio at Salem, W. Va.; two killed.

Aug. 13—The Pennsylvania Special—the Eighteen-Hour Flier—wrecked at Fort Wayne, Ind.; four killed.

IMPENDING POSTAL CHANGES

POSTMASTER-GENERAL HITCHCOCK has announced a plan for a parcel-post, he has arranged for sending some of the magazines by fast freight, he has established a successful system of postal savings-banks and has wiped out the long-standing deficit in his department. But the praise due him for these noteworthy achievements is, in the view of the magazine publishers, to be offset by his persistence in planning further improvement of the service at their expense. Before the Postal Commission, at the recent hearing in New York, the Postmaster-General repeated his arguments for raising the rate on the advertising sections of periodicals, and declared that even should the Commission see fit to recommend the continuance of the present "merely nominal postal rate," he would not accept their findings, and his department would nevertheless renew its recommendation for the proposed increase. In Mr. Hitchcock's opinion the conduct of the postal system requires the adherence to certain "fundamental principles," which he names:

"The operation of the service on a self-supporting basis maintained by the imposition of such charges as will yield an income equal to expenditures.

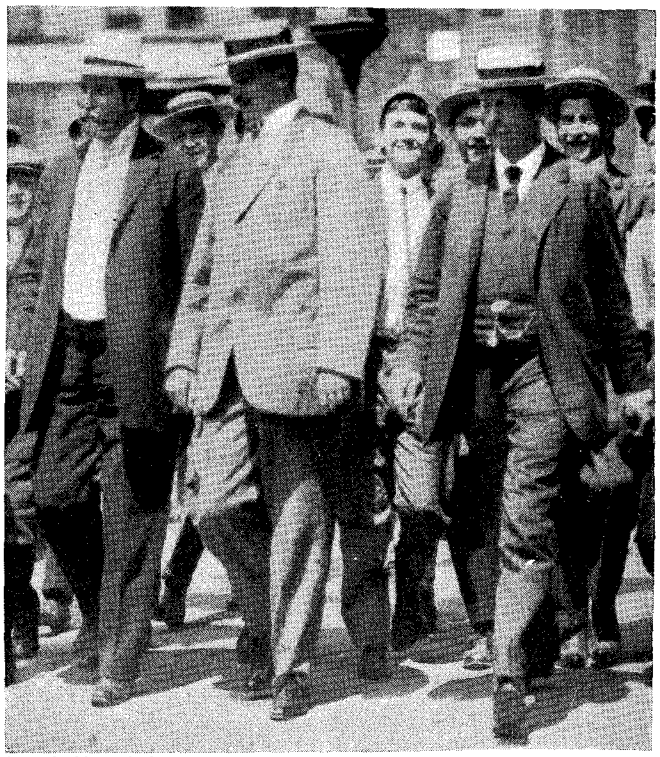
"Such adjustment of postage charges as will provide for each class of mail matter a rate equal to the cost of handling and carriage.

"The levying of postage rates on the basis of the average cost of handling and carriage for the country as a whole.

"The administration of the service under laws so definite in character as to be easy of interpretation and susceptible of uniform enforcement."

The proposition on which the Postmaster-General's proposed increase in second-class rates is based, that each class of matter should pay its own way, does "undoubtedly make a noise like business," comments the New York *Times*. But, it adds, "his logic would carry him too far":

"The fact is that a strict application in mail-carrying of the pay-its-own-way principle is impracticable and undesirable. This is recognized by the division of all mail matter into only four classes, tho the number of divisions that might reasonably be made is almost infinite. That second-class privileges are abused is indubitable; that they could with propriety and advantage be somewhat restricted is highly probable; but lines will be extremely hard to draw, and most difficult of all would it be to draw one between news or literature, as such, and advertising, as such. That simply can't be done."



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THE MAGAZINE POSTAL COMMISSION.

Mr. Justice Hughes appears on the reader's left, accompanied by Harry A. Wheeler, of Chicago, and President Lowell, of Harvard. The Postmaster-General will accept their decision if they decide in his favor. Otherwise not, he says.

So far nothing new or startling has been brought out by either side as to the merits or defects of the proposed readjustment of rates. Mr. Hitchcock, on this point, simply stands pat. His opponents declare the cost of handling second-class mail has been overestimated, that its revenue-bringing properties are not recognized, that its educational value is overlooked, and ask why, with no deficit, there should be such eagerness to milk the publishers for additional revenue. An especially eloquent plea was made by Mr. E. R. Graham, representing the Methodist Book Concern, who asserted that the increase of rates would cause the suspension of several of their publications, and seriously cut down the sum set aside for the support of aged ministers of the Church.

The Postmaster-General's declaration in favor of a parcel-post was made at the final session of the hearings, and was couched in the following words:

> "I am very much in favor of a parcel-post, but it must be established in such a way as to enable the department to take care of it without interference with the other classes of mail. I should like an enactment permitting the department first to install the parcel-post in the rural free-delivery routes. Then it may be extended as the opportunity offered to the deliveries of the smaller and larger cities; then, when conditions have been carefully adjusted, it might be established on the railway mail service and the entire postal system.
>
> "If it were inaugurated universally at once great confusion would arise, and the rapid delivery of ordinary mail matter would be checked. I am sure this parcel-post would produce a great revenue and would in particular be of great benefit to the persons living along the free-delivery routes."

And Senator Thomas C. Platt "has hardly been dead two years," exclaims the Brooklyn *Eagle;* "a Republican Postmaster-General approves of a parcel-post. Now let the millennium begin!" Words of encouragement, gratification, and congratulation fall from many of the dailies, notably the Indianapolis *News*, the New York *Press* and *Evening Post,* and the Boston *Transcript*. Yet the Pittsburg *Dispatch* remembers that "such a recommendation has been made by each Postmaster-General since 1905, and we are no nearer the parcel-post to-day than then." This recommendation will be no more effective with Congress than the others, "unless the public lets Congress understand that it is as determined to have a parcel-post service as the express companies are that it shall not."

TOPICS IN BRIEF

MONA LISA seems to be the latest thing in moving pictures.—*Philadelphia Inquirer.*

THE official advices indicate that Taft's tour will be one of excuses for his tariff policies. That accounts for the great length of the tour.—*Philadelphia North American.*

SIR WILLIAM RAMSAY is inclined to believe that the most likely end for mankind is death by starvation. That seems to imply that the trust idea will be carried to a high degree of perfection.—*New York World.*

AN actual census reduces the population of China 100,000,000 below former estimates. Seattle and Chicago will know how to sympathize with her.—*Boston Herald.*

MR. FISHER, the Secretary of the Interior, has been caught in a severe Alaskan storm, but not, fortunately, the kind that swamped Secretary Ballinger.—*Indianapolis News.*

POSSIBLY some of the opposition in high quarters to the "recall" of judges is due to apprehension that it may be extended to an important executive position in 1912.—*Philadelphia North American.*

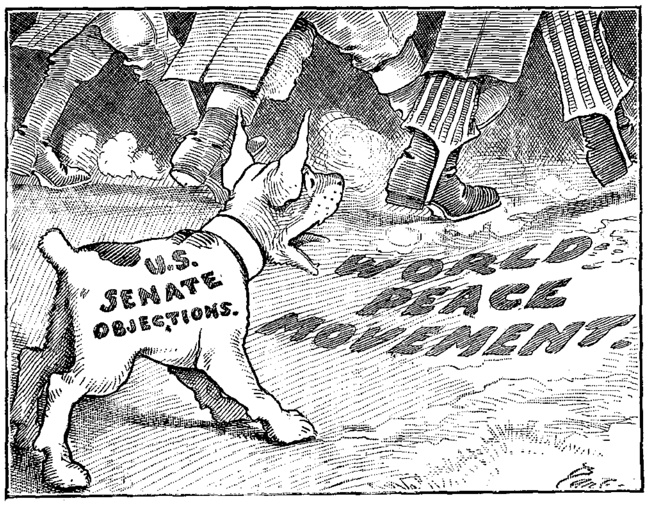
THE New York Board of Health estimates the population of Greater New York at five million four hundred. "The four hundred," of whom we have heard before, probably insisted on being enumerated separately. —*The Youth's Companion.*

OLD Doc. Wiley seems to match his name.—*Council Bluffs Nonpareil.*

WINONA, MINN., by the way, does not appear on the itinerary of the President's forthcoming trip.—*Newark News.*

BORDEN says that Canadian ideals are higher than American. Ideals, we understand, are on the free list, anyhow.—*Chicago Record-Herald.*

A PART of the mail is now being transported by freight. This will enable the magazines to overtake their date lines.—*St. Louis Globe-Democrat.*


U.S. SENATE OBJECTIONS.
WORLD PEACE MOVEMENT.

THE DOG OF WAR.
—Bartholomew in the Minneapolis *Journal.*

SUFFRAGISTS are advertising a prize for a hymn. They can spell it that way if they wish, but they had better publish her photograph if they are really anxious to land one.—*New York Herald.*

EDISON in an automobile drawn by oxen along an Alpine highway is a picture that Swiss enterprise should never have permitted to pass without a moving-picture camera.—*New York World.*

AN author suffering from severe abdominal pains was taken to a Chicago hospital, where his ailment was diagnosed as simply hunger. Writers' cramp is nothing new.—*Pittsburg Gazette-Times.*

A WOMAN, after withdrawing her suit for divorce, purchased an aeroplane for her husband. It strikes us that the woman of to-day is acquiring too many of the characteristics of Bret Harte's heathen Chinee.—*Philadelphia Inquirer.*

FOREIGN COMMENT

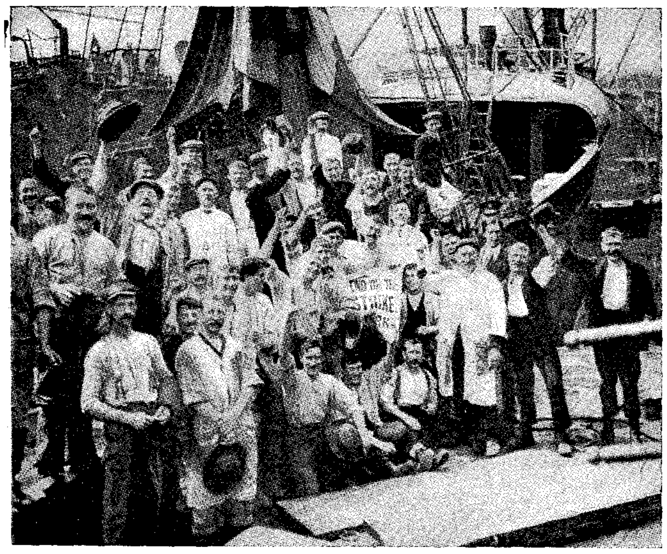
From a cycloramic picture by the Photochrom Company.

THE MEN WHO HELD UP LONDON.

A mass-meeting of the dock strikers on Tower Hill.

CAUSES OF ENGLISH STRIKES

WHY IS THE LABORING class in London, Liverpool, and Manchester so addicted to striking? Looking at the general labor world in England we are impress by the better working conditions created under a Liberal Government, assisted by a strong Labor Party, with a tincture of Socialism. The trade-unions are practically lifted above the law. They can boycott and picket at discretion. There are old-age pensions for worn-out toilers. A Compensation Act, by which employees can claim compensation for injuries, and an Eight-Hour Act for miners, indicate the efforts made by the Liberals to ease the anxieties of the laboring classes. Besides this, the workers have been trying to help themselves. Temperance is becoming the rule of their life, and £46,000,000 have been saved the last twelve months in the national drink bill compared with that of 1900. In spite of all this, writes "A Labor Man" in *The Daily Mail* (London), the workingman is discontented. He gives as a reason that within the last few years in England wages have diminished, unemployment has been aggravated, toil intensified, and dangers multiplied. Many will be surprized to read the following with regard to the lowering of wages:



END OF THE LONDON STRIKE.

Billingsgate fish porters enthusiastic over their victory.

"According to Board of Trade returns, since 1900 our workers have had their wages increased in only three years, suffering reductions in the other seven years. On top of this we have had more taxes imposed upon petty luxuries, and the cost of food has gone up, leaving our working classes in a decidedly worse position on an £ s. d. basis, at any rate."

Unemployment, with all its horrors, has also increased, forcing the people to emigrate, to the great detriment of the country. On this point we are given the following figures:

"In the five years, 1900–4, the average percentage of unemployed trade-unionists was 4.1. In the next five years it stood at 5.2. In 1900 we had 25 per 1,000 out of work. In 1910 we had 47 per 1,000 unemployed.

"We had this growth of unemployment in spite of increased emigration. Last year three times as many of our people emigrated as in 1900."

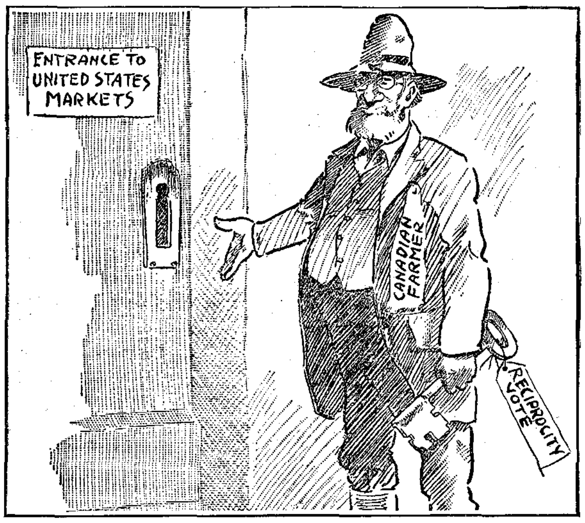
The increase of pauperism and lunacy in England is also a cause of discontent and unhappiness, and this with an amazing decrease in the national drink bill. This is proved as follows:

"We are constantly told that one of the chief causes of pauperism—also of crime, lunacy, and many other evils—is drink. But what are the facts? Between New Year's day 1900 and New Year's day 1910, with a big reduction in consumption of drink, the number of indoor paupers in England and Wales increased from 199,000 to 270,000, in spite of old-age pensions, the number of outdoor paupers rose from 503,000 to 539,000; casuals relieved on the one day from 9,000 to 17,000; and lunatics from 72,000 to 93,000. After making all due allowances, these facts do not square very well with certain loudly advertised theories. With less beer we have got more paupers; with less whisky more lunacy. But that by the way."

The Board of Trade of England recently issued the statement that the rapid work done by American workingmen was to be met by the fact that many of them were worn out between forty and fifty. This "speeding-up" system has been recently adopted in England and one of its results is the multiplication of casualties in mines and factories; another is the diminution of earnings, says this writer. To quote further:

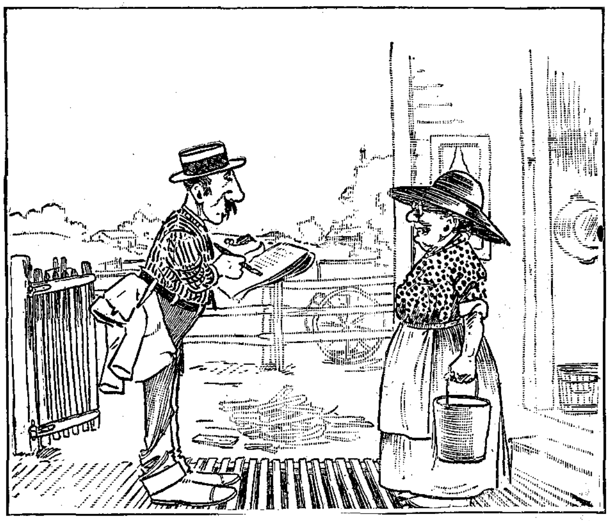
"Owing to the adoption of a speeding-up policy in many of our industries men do their work in less time, with fewer intervals of rest allowed them in the workshops, and for less money than formerly. In many cases where laborers used to be employed regularly at weekly wages and enjoyed frequent rest times without loss of pay they are now rushed over their work and have their pay stopped the moment the work is done. We have evidence of this rush in our accident figures. In ten years the number of reported injuries to workpeople in our factories and workshops has gone up from 79,000 to 117,000. The number of actually killed has increased more than 50 per cent. In our mines there has been a big growth of accidents clearly attributable to mischievous labor legislation. In 1900 we killed 1,012 miners. In 1910, with the Eight-Hours Act in operation, we killed 1,812. Making allowance for increase in numbers employed, the accidents involving claims upon the relief societies have gone up in ten years from 184 to 249 per 1,000 members."

He sums up his conclusions in the following somewhat despairing words:



HE'S GOING TO TAKE HIS TURN.

CANADIAN FARMER—"I have got along with the door closed against me for years because I have had to, but now that I have a key, I am sure going to use it." —Winnipeg *Tribune.*



GETTING READY.

CONSERVATIVE CANVASSER—"I suppose we can count on your husband, as usual, Mrs. Hardwork?"

MRS. HARDWORK—"Well, I don't know. John isn't talking much politics lately, but I notice that he is figuring on sowing a lot of land to barley—and that's something he hasn't done for years." —Montreal *Herald.*

CANADIAN CARTOONS FAVORING RECIPROCITY.

"Whereas in the last half of the nineteenth century we had progress, we have had in the twentieth century, so far, retrogression of a pronounced character. After two generations of wiser laws, rising wages, increasing power of trade-unionism, reduced accidents in mine and shop, a growth of industrial humanization, we have now entered a new dispensation in which our laws are foolish; in which our trade-unionism is being weakened by bad leadership, by indiscipline, and by the incubus of politics; in which more of our workers are being lamed, maimed, and killed; in which, in a word, industrialism is being brutalized."

CANADA'S RECIPROCITY CONFLICT

WHAT has rarely happened in our history is happening now. A hot political campaign is going on in Canada in which the United States is the main theme of discussion. Our character, our motives, and all we have and are have been picked to pieces without mercy. One party, the Conservative, under Mr. Borden, see Uncle Sam as a sort of ogre, planning to proceed from reciprocity to annexation and to swallow Canada at one bite. The other party, under Premier Laurier, paint Canada's prospects under reciprocity in such rosy colors as to make us seem to be giving everything for nothing, and make Uncle Samuel out an "easy mark." Which picture is the more unflattering is a question. The conflict is so hot as to melt party lines in places. Some districts are so strongly in favor of reciprocity, the Canadian papers say, that the Conservative representatives from those parts have come out for the new policy, while others are so bitterly hostile that even the Liberals there have declared against it. In opposing the treaty Mr. Borden catches up the words of President Taft as a scorpion lash against the followers of Sir Wilfrid Laurier. In his speeches throughout the country, the Conservative leader has kept harping on Mr. Taft's words, "Canada is at the parting of the ways." He speaks as if reciprocity thus led the way to annexation. In reply the Toronto *Globe* exclaims that Mr. Borden well knows "that the reference was to tariff matters and tariff policy only." This paper proceeds:

> "If Mr. Borden desires to quote Mr. Taft, and is doubtful as to the President's opinion touching the future of Canada, why does he not quote his frank declaration that 'this talk of annexation is bosh; every one knowing anything about it realizes it is bosh,' and 'it should be treated as one of the jokes of the platform, not to be taken into the consideration of serious men engaged in solving a serious problem.'"

"Reciprocity means prosperity to every section of Canada," observes the Manitoba *Free Press.* It "would go a long way toward restoring the equilibrium of trade between the two countries," echoes the London (Ont.) *Advertiser,* which ironically adds:

> "But no! the Canadian farmer must not be allowed to ship more sheep, pigs, horses, cattle, grain, hay, cheese, and butter across the line lest he should sell his allegiance at the same time! These weird economics will be as little appreciated by the average Canadian farmer as the insult to his loyalty."

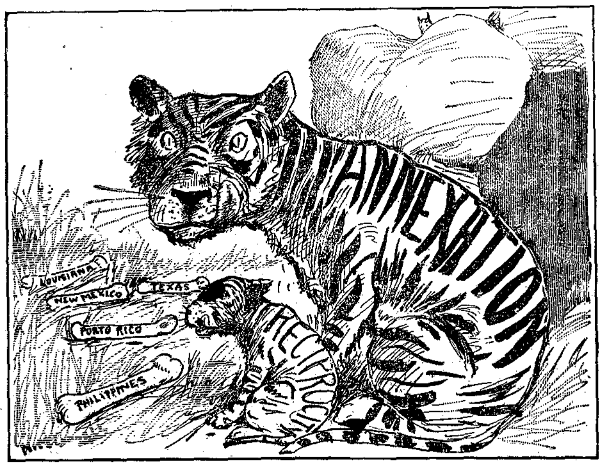
"Let the farmer have his turn," is the cry of the Montreal *Herald.* "The whole election was brought on to decide whether Mr. Borden would be permitted by the people of Canada to refuse the farmers what they told him they wanted." And the Toronto *Tribune,* declaring that Canadian barley is needed in the United States, concludes:

> "Will Ontario farmers be less contented or less loyal to Canada if they have a greater opportunity given them to sell what they raise in Canada? There is nothing more exasperating, more liable to breed discord and involve loss than the raising of a vast quantity of produce and find the market both low and limited. Reciprocity will give our farmers a great barley market."

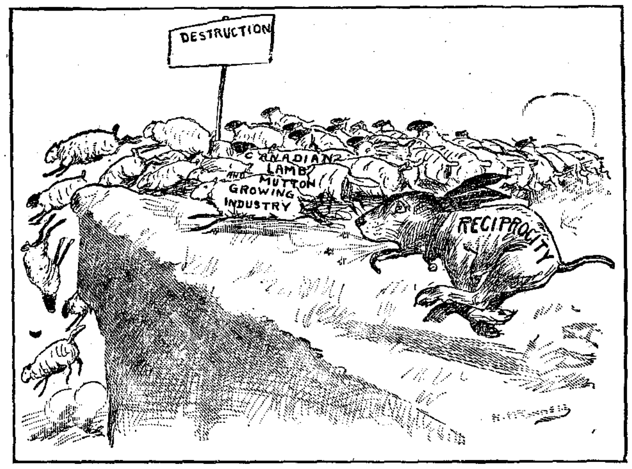
The excellencies of the United States as a consumer of Canadian products are dwelt upon at length by the London *Advertiser,* in a second article. The rush of the American population to the cities, and the high price of food make the people of the United States anxious, we are told, for cheaper farm products, such as reciprocity with Canada would give them. From this the thrifty farmers of Ontario would profit by the free admission of their exports, for neither Massachusetts, New Jersey, New York, Pennsylvania, West Virginia, nor Maryland "can compare with Ontario in agriculture," and besides it has the advantage of being nearer to "the great consuming centers" of the eastern United States than the broad western farmlands of the Republic. "Canada to-day is the best customer of the United States. The United States, if reciprocity—a commercial question pure and simple—is in force, will be Canada's best customer."

The Montreal *Daily Witness* writes at some length to disprove the rumor that "United States money is being used to promote reciprocity in Canada," and observes:

> "Every one knows how freely both United States and British protectionist money flows to influence public opinion in favor of protection and against any lowering of tariffs. Every one knows that Canada is now the storm-center of this question for the world, and especially for Great Britain and the United States. It is to counter this great fact that this story of United States



LOOKING OUR WAY. —Toronto *News.*


DESTRUCTION
CANADIAN LAMB AND MUTTON GROWING INDUSTRY
RECIPROCITY

THE SHEEP KILLER. —Toronto *News.*

CANADIAN CARTOONS OPPOSING RECIPROCITY.

subsidies to reciprocity has been started. One has only to ask where such money would come from. If any moneyed interest in the United States was going to profit by the reduction of United States duties to Canadian farmers, such an interest might be suspected. It is known, however, that all the moneyed interests are set against reciprocity and are willing to spend freely to kill it. When the benefit to be won is only for the poor consumer, there is nobody to spend money on elections, either at home or abroad, for him. There never was a more transparent hoax."

Two lines of argument are taken by the opposers of reciprocity: one is economic; the other sentimental. The most vigorous of all the opposition organs is the Toronto *News*, which remarks that "the sudden raising of a forgotten and outgrown issue has cost the Government many of its foremost supporters in and out of Parliament," and thus enumerates the fiscal disadvantages of reciprocity:

> "The Americans see in reciprocity a means of securing control of Canada's vast natural resources and of dominating the Dominion at first commercially and afterward politically. For these very reasons wide-awake Canadians look askance at the project."

The new measure, if once carried, would end in the fiscal exclusion of Canada from the Empire, says *The News:*

> "Ratification of the agreement would mean that before long general free trade would exist between the two countries, that there would be but one tariff for both to the exclusion of the Empire, and that that tariff would be made at Washington. What then would become of Canadian autonomy and independence?"

In the same vein the Toronto *World* remarks that reciprocity offers the farmer

> "what may be called a gambling chance of getting a slightly improved price for 15 per cent. of his products, while as to the other 85 per cent. it will let down the bars. It abolishes the protection and it allows the home markets of Canada to be flooded by the surplus products of our strongest competitor."

Another writer quotes with approval one of the speeches of Mr. Borden, in which the Conservative leader observes: "The plain fact is that if we attempt the experiment of linking arms with our gigantic neighbor," Canada will not be able to get free again. For "the people of the United States believe that in entering upon this treaty they are accomplishing the first step toward annexation."

President Taft plays a political game in his reciprocity proposal, says the Ottawa *Citizen.* He steals the thunder of the Democrats, whose movement for tariff reform will be anticipated by reciprocity, and he thus aims at strengthening the Republican party. To quote this paper:

> "The obviously prudent course for Canada is not to allow itself to be made a catspaw by President Taft, but to stand aloof until the George Washingtons of the Democratic party have gotten through revising the tariff cherry-tree with their little hatchets."

THE AMERICAN MIND DISSECTED

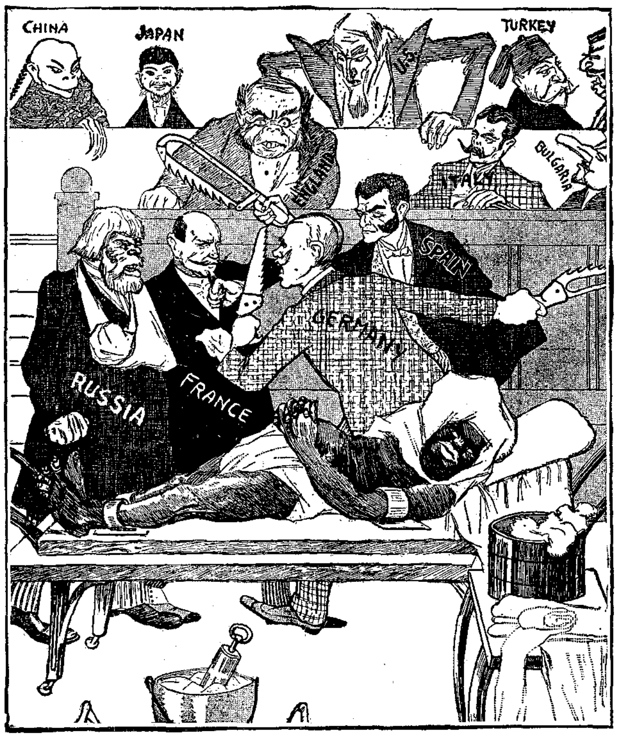
XERXES REMARKED sadly that nothing is so bitter to bear as vast aspirations that result only in failure. That is where the American has the advantage of Xerxes, it appears. A writer in *The Weekly Scotsman* (Edinburgh) declares that the very fact that the American loves great things, delights in the statistical details that insure their attainment, and has a passion for power, has given him that boundless success in politics, commerce, and mechanics which at present sways the world.

The American loves skyscrapers as the Egyptian loved pyramids. He loves big things, he loves statistics, he has a hunger for the immense, and at the same time the American is "a new kind of man," says this bright writer. The opinion of a Scot on such a subject is valuable. The Scot has been among the most pushing, the most tireless, the strongest and most successful of his congeners. Scotland has given lord chancellors and archbishops to England, premiers and professors to Canada. The opinion, therefore, of a leading Scottish journal on the American character is not to be passed by, for the Scot is a good judge of men, and an impartial critic of human capacity and qualifications. He says he has heard the American characterized as "an overrated man." He sets out to show the error of this opinion. The American is great and does great things because he loves great things, vast schemes, and his passion for the interminable details that insure success is proved by his "passion for statistics," of which we read:

> "The American has a passion for statistics, and there is nothing more striking than the display of figures given in the reports of business firms, of clubs, of colleges, and of every kind of institution where an annual statement is customary. Take, for example, the Y. M. C. A. It tells the public how many members have enrolled, the ratio of increase, the amount of expenditure, the income, and all the usual details of a balance-sheet; but it goes on to inform us that 183,225 meals have been served in the dining-rooms, and that there have been 6,553 hair-cuts and shaves in the barber's shop on the premises. Than this I can find no better illustration of the American love of figures, and it comes upon the English mind with a strangeness, almost a weirdness, that suggests we are built in an altogether different mental mold. So we are. And, to tell the truth, this is partly why we call the American an overrated man, whereas in point of fact, he just different, that is all. He is a modern Egyptian, who loves big things like pyramids and skyscrapers; and he has the same liking for the occult, because it means power on the plane of the real.
>
> "It comes in part from the sense of space, the space of a great country, and from the vast opportunities thereby afforded. This is the land of distances where the small perspectives of some other countries are impossible, and even the foreigner with narrow sympathies finds himself taking the mental measures of his new acquaintances."

GERMANY LECTURED BY A GERMAN

GERMANY'S armed expedition to Agadir is not approved by all thoughtful Germans, it appears. Some of them dislike to have their country eternally posing as a booted and spurred Prussian, bullying its way about and always threatening a row if its slightest wish is not instantly met.



MOROCCO'S ONLY HOPE.

MULEY HAFID—"If my surgeons only keep on quarreling, I may get off with a whole skin yet."
—*Wahre Jacob* (Stuttgart).

One of these frank critics is Max Harden, the Socialist editor of the Berlin *Zukunft*, who is never afraid to say right out just what he thinks. He tells his countrymen that they would do better to make friends with the French, instead of irritating them all the time by a series of rapier-pricks. This incisive critic of national mistakes sails into the storm and opens fire upon his Government's action at Agadir, and its plan to have a piece of the French Kongo. He assails the policy of his Government as that of "robbers and despoilers," and emphatically charges Mr. von Kiderlen-Waechter with beginning a policy "which the whole world will characterize as banditism and blackmail." This minister has foolishly deceived himself, continues the vitriolic critic, with regard to the attitude of Spain and England. To quote further:

> "Yes, yours is the policy of bandits, but of bandits destitute of courage. You have acted like a vulgar guest at a dinner-party of aristocrats, who brings down his fist upon the table and demands his lobster and his pint of Château-Yquem. What does this madman mean? Meanwhile many of the quiet and peaceful bourgeois of Germany say among themselves, 'How very stupid—to threaten with his fist another whom he knows he can not crush and with whom he has merely to transact a matter of business!'"

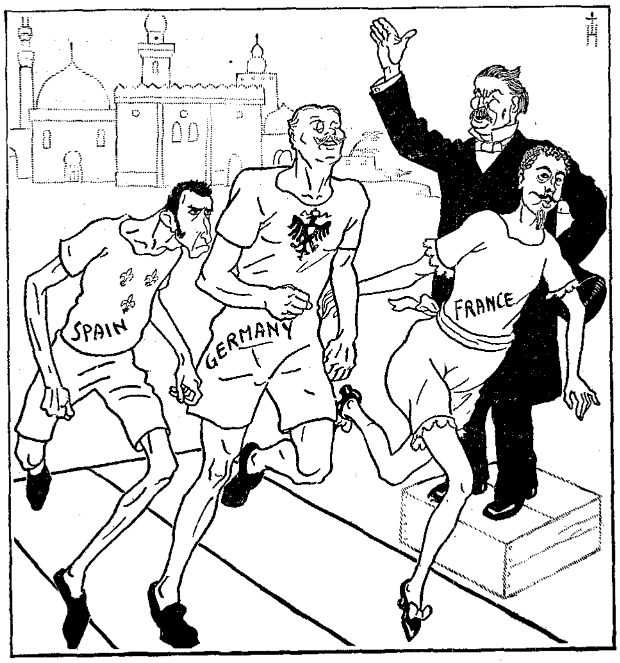
"All Europe, with the exception of one Power, your ally and supporter, is against you," proceeds Harden. "Your dispatch of warships to Agadir, your demand for a section of the Kongo, appear absurd." To quote further:

> "In Europe not a single voice is raised in your favor; except, it may be, that of Austria-Hungary. The Russian Government has published its opinion to the effect that the German nationalists should not forget that they are at present menacing the very existence of their country. They fail to see that they are wearing out the patience of Frenchmen who not only are themselves powerful, but have powerful allies."

Germany has been morally injured so deeply by the policy of the Government that no accession of territory can heal the wound, he adds, and we read:

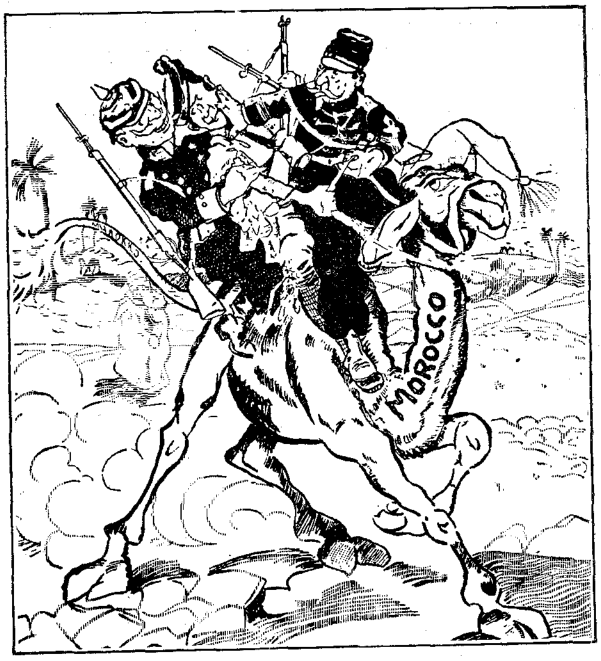
> "Can any one believe that a slice cut from the fever-ridden body of a tropical colony could recompense us for the moral damage we have suffered? To save us from such eternal disgrace, to wash us clean, what must be done? Shall we break off the negotiations and challenge France to war? That certainly would be far better than accepting as indemnification some wretched rag torn from the fabric of French colonial domains.
>
> "But no! The escutcheon of the Empire has been soiled."

How may the blot be removed from the national escutcheon? Mr. Harden proposes that France must be won over to be a friend to Germany. "Is it too late?" he asks. No, it is never too late to negotiate for an *entente cordiale*, and, if such negotiations fail, he would force the French into a treaty of reconciliation by a threatened invasion, or even an actual declaration of war.—*Translation made for* THE LITERARY DIGEST.



THE RACE FOR MOROCCO.

LLOYD-GEORGE—"Stop! Germany must not run. He might win!"
—*Simplicissimus* (Munich).



THE PATIENT CAMEL.

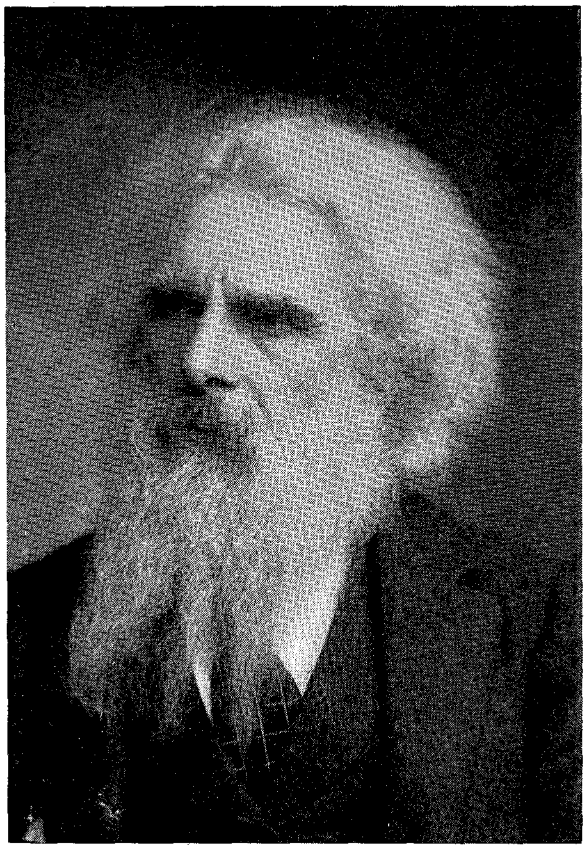
The three friends out for a ride.
—*Mucha* (Warsaw).

THEY'RE OFF—ALMOST.

SCIENCE AND INVENTION

EVOLUTION OF THE MOVING PICTURE

THE origin and commercial progress of the moving picture is interestingly traced by Robert Grau in *The Moving Picture News* (New York, August 12). So far as this device can be said to have been originated by any one person, credit belongs, Mr. Grau thinks, to Eadweard Muybridge, of Oakland, Cal. Mr. Grau makes him a plain "Edward," but he spelled his name as we give it—a peculiarity that used to elicit from the irreverent the advice that he run his name through a moving-picture machine. Mr. Muybridge first gained fame by his fine series of instantaneous pictures of trotting-horses in motion—the first that revealed both to zoologists and to artists the actual method of the animal's progress. Says Mr. Grau:



HE MADE THE FIRST "MOVING PICTURES."

Eadweard Muybridge, who arranged a series of cameras operated by silk threads pulled in succession by the passing of Leland Stanford's famous trotting-horse. The series of photographs taken in this way showed the horse in motion.

> "At the instigation of Gov. Leland Stanford of that State [Muybridge] made countless pictures of the Governor's celebrated trotter, Occident, the first horse to trot a mile in 2 minutes and 20 seconds west of the Rocky Mountains. Occident was the pride of the Governor's heart, and he engaged Muybridge to photograph him in every conceivable size and shape.
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> "In making a series of snap-shots of the horse's actions, Muybridge was able to show the horse's motion. In order to satisfy his ambitious employer, Muybridge evolved a novel scheme of placing a number of cameras, covering at least one-tenth of a mile. From these cameras he stretched silk threads across the track at about the height of the trotter's knee; these threads being broken, each one made a distinct picture of the horse, and, by putting them together and riffling from the thumb, the horse could be seen in actual motion.
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> "In 1885 (almost a decade before the Cinematographe was revealed at Keith's Union Square Theater) Muybridge sailed for England, and there, affiliating himself with a half-dozen others, evolved the first moving-picture camera. A year later some of these cameras reached this country. In 1887 the Patent Office at Washington commenced to receive applications from any number of inventors for moving-picture apparatus, both for taking and projecting purposes.
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> "In 1890, the Edison Company came into possession of the Lathem Eidoloscope, and started in the moving-picture movement. In 1892 they were followed in the field by the Biograph, invented by Herman Casler, of Canastota, N. Y, and this was expected to prove an innovation in that their pictures were taken on a film 2 x 2$\frac{7}{8}$ inches in height and width, which was supposed to give them a decided advantage and produce a much better picture. This, however, did not prove to be the case, as the projecting machine reduced the film to what they call reckline or standard size, namely one inch square, the clearness of the picture depending on the sharpness of the negative.
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> "About this time, during the World's Fair in Chicago in 1893, the Lumière Company of Lyons, France, came to this country with both a camera and a projecting machine, which were shown at the World's Fair. At this time, and, in fact, for several years after, the motion pictures appeared to be more or less a fad. As a matter of fact, outside of the novelty there did not seem to be any great commercial market for the pictures. This state of affairs went along for some two or three years, until the attention of the vaudeville managers was drawn to the possibility of their exhibition as a vaudeville attraction.
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> "B. F. Keith in the East and J. J. Murdock in the West were the pioneers in placing the moving pictures actively before the public. At that time there existed in America only the Edison and Biograph Companies, which were engaged in litigation with the hope of exterminating each other.
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> "In 1896 the vaudeville managers found it necessary to look for more manufacturers, and this resulted in Messrs. Selig & Spoor starting the first American motion-picture plant for the manufacture of films in Chicago.
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> "Nothing of great moment occurred after this, until 1904, when a number of European manufacturers came over to this side to dispose of their wares. Then was started the guerrilla warfare! Subjects were no sooner on the market than they were immediately duplicated. This was not confined to any particular set of men or manufacturers, but was quite general in the industry itself, until it reached a point where it was practically impossible to make a subject without having it duplicated within twenty-four hours. This continued from 1904 to 1906, when it became apparent to the leading figures in the film field that something must be done."

The "something" that was then "done" was the up-to-date American thing, the formation of The Motion Picture Patents Company—a "trust" or combination of makers that for a time controlled the market until its undue exactions forced the appearance of independents who finally in turn combined in a trust of their own—the International Producing Company. These two organizations now, according to Mr. Grau, control the whole situation. He goes on:

> "Large fortunes have been made in the motion-picture field by comparatively few, and the number who have met disaster is legion! In no other legitimate business can money be lost so quickly or in larger amounts.
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> "Thomas A. Edison is paid a royalty of one-half a cent a foot for every foot of raw material, or film, ordered of the Eastern Kodak Company, which manufactures all of the raw material for the Patents Company. This brings to 'the wizard' of Menlo Park from this one source a revenue of about a half million dollars a year.
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> "Outside of Edison moderate fortunes were made in the early days of the craze by nearly all of the manufacturers, as well as the exhibitors, but the competition with the exhibitor became so fierce that their fortunes were soon wiped out or greatly reduced, and to-day, if the truth be recorded, but few of the moving-picture theaters make money. It is true that Marcus Loew became a rich man in five years, and now controls forty theaters, many of which he owns, but even he will admit that the biggest profits came when he augmented the vaudeville phase of his programs.
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> "The manufacturers who started in the early stage and who now form the nucleus of the Patents Company, have all made fortunes and are even now wealthy men, while some of these for a period of three years made between $100,000 and $200,000 a year. It is a question if any of these manufacturers can show earnings in excess of $75,000 a year to-day.
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> "As for the independents, none can be called wealthy, and only four or five of these make any money at all.

"The Patents Company assesses every exhibitor two dollars a week for each machine used by him; this tax is divided between the Edison and Biograph Companies and constitutes an enormous income and one that has been resented by the independents who are not forced to meet any such demand.

"The Patents Company consists of Messrs. Edison, Dyer, Kennedy, Rock, Smith, Blackton, Baldwin, Marvin, Casler, the Loper Estate, Marion, Long, Kleine, Lubin, Meliès, Spoor, and Anderson and Selig.

"These gentlemen are all fairly wealthy, none save Edison is a millionaire, tho all are rated between $100,000 and $500,000, all earned in the first three years of the craze.

"J. J. Murdock, who really has been the most vital figure in the expansion of the entire industry, became so ill a few years ago that his retirement was forced, and all of his vast interests disposed of. He has now recovered, and in resuming activity has brought about the formation of a third combination in the newly organized Kinemacolor Company, a six-million-dollar corporation holding the Urban-Eclipse patents and which is about to introduce in this country the Kinemacolor pictures with the expectation of thoroughly revolutionizing the moving-picture business.

"The first of these offerings, constituting the Coronation Ceremonies in England, are now arriving in this country, and their advent has already caused the greatest upheaval in the industry itself; in fact, the color pictures are expected to prove so superior to all previous efforts that an entirely new craze is looked for."

DANGEROUS COOLNESS—That there is such a thing as cooling off, in hot weather, in such a way as to injure oneself seriously, is shown clearly by the experience of a woman in Englewood, Ill., as the story is told in *The Electrical Review and Western Electrician* (Chicago). Says this paper, in its editorial column:

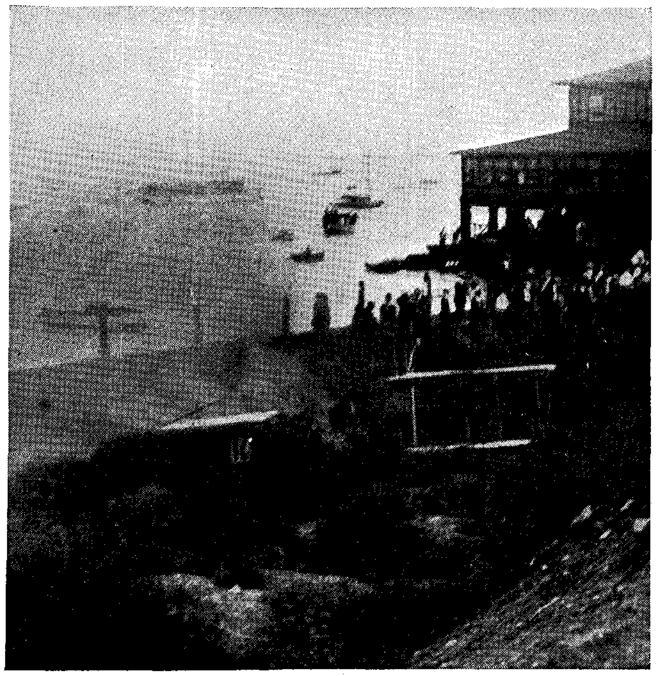
"When the intense heat wave of the early summer was being felt throughout the country, some of the newspapers vied with one another in suggesting plans by which their readers might lessen the effects of the heat on themselves. These included various suggestions for cooling off when an electric fan was not accessible, such as wrapping oneself in towels dipt in cold water—a practise which could only afford relief for a short time, while even a small-sized fan would continually add to the comfort of the owner. Another recommendation and one that appealed more strongly to the women was the use of rubber 'hot-water bags' filled with cold water or even with ice water. Unfortunately this was taken seriously by many who did not stop to consider the possible effects of the local chilling due to such an application.

"Among these was a young woman living at Englewood (one of Chicago's suburbs) who traded her usual downy pillow for a rubber bag filled with cold water, not even using ice-water for the purpose. She fell asleep speedily, only to find on awakening that the left side of her head (which side had rested on the chilled bag) was partly paralyzed and badly distorted.

"Immediate attention by Dr. E. R. Reynolds, of the Mercy Hospital, availed but little, tho a few weeks' treatments are said to have somewhat relieved the disfigurement and the accompanying difficulty of articulation. Evidently the chilled-water bag is an exceedingly dangerous substitute for an electric fan, which remains supreme in its field."

PREVENTABLE DANGERS OF AVIATION

When human flight was still thought to be in the far-distant future, if indeed it were not altogether a madman's dream, it used to be said that it would not be accomplished without vast sacrifice of human life. But this was not the case. The principles were so carefully studied that in the actual invention and perfection of the aeroplane not a life was lost. Men were actually skimming through the air with as much ease as if they were cycling, before we had quite realized the possibility of such a thing. Now, however, that we can fly, our bold aviators are essaying such feats that danger constantly attends them. Seventy-five lives or more have already paid the penalty of this venturesomeness. A writer in *The Engineering Record* (New York, July 29) is of the opinion that most of this loss of life was unnecessary. He says:



AN ELECTROCUTED AEROPLANE.

McCurdy's biplane burning at the Chicago meet after catching fire by contact with a live wire while 100 feet in the air.

"Some of these accidents are absolutely beyond human efforts at prevention, simply because the experimenters have to deal with the absolutely unknown, with the invisible currents and eddies of the upper air, that there has never before been opportunity to investigate, aerial maelstroms in which the luckless navigator is caught in the twinkling of an eye and without the hope of recovery. Nevertheless, most of the accidents, if the truth were known, would probably fall into the category of the preventable. As yet most of the aviators are splendid, nervy fellows, afraid of nothing, and taking all sorts of chances for victory, but without the fine and intimate knowledge of mechanical engineering that is an absolute necessity when one is playing with factors of safety barely removed from unity. No chance of human affairs has ever developed before so fine a daredevil as the modern aviator, but if the brief history of the art is to be trusted he seldom has thorough, searching, first-hand knowledge of the materials with which he is dealing, and the precautions which must be taken to insure their holding together under the terrific strains which they have to encounter.

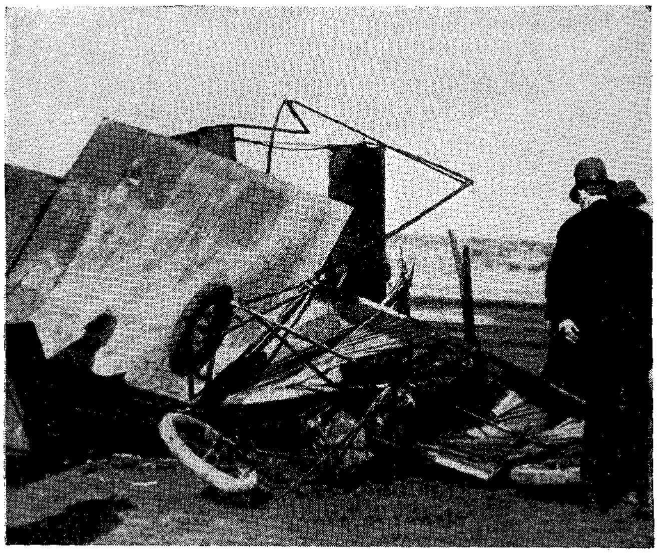
"In constructing a heavier-than-air machine there is, thus far, a very small possible margin for the factor of safety. Every element of the structure must be worked almost to the limit, and it is little wonder that sometimes a portion has been worked beyond the limit. Yet here is the evidence that caution and scientific knowledge of material count for much, in that the Wright brothers, working with the foresight and imperturbable deliberation of the typical Yankee, actually carried the heavier-than-air machine through its experimental stage to full working success without a serious accident. Only after the machine was really in its commercial state did luck desert them, if one may call it luck, and only since many makers in many places have been building aeroplanes have serious accidents become frequent. The fact is that to make the heavier-than-air machines reasonably safe the constructor must play the limit in his choice of material, taking no chance with anything untested, and searching the world for adequate material, and in addition, the operator must be a trained and cautious inspector. It is the lack of inspection that has caused many an accident. Only recently one aviator fell to his death during an ascent in a machine which was known to be weak, and against the advice of his friends who examined it. The fervor for victory was upon him, and he took the chances.

"Time is going to remedy this state of affairs, of course, yet added caution and persistent inspection would hasten the day in which the sport may become reasonably safe. Too much stress can not be laid on the present necessity for continual searching examination of everything that goes into a machine which has to meet such terrific and unexpected strains. Perhaps ere long a lighter engine will enable the constructor to build more strongly, but even so the chance for greater speed is hard to forego, and the risks may, therefore, continue."

THE CHANCES OF TWO FINGER-PRINTS BEING ALIKE

IT has been stated to be "impossible" that two finger-prints should ever be precisely alike. Now "impossible" is a word that the mathematician dislikes to use unless he means exactly what he says. It is "impossible" that twice two should ever equal five; but it is not impossible that a basketful of blocks upset on the floor should spell out Milton's poem of "Paradise Lost"; it is only vastly improbable. And the vastness of the improbability is measured by the smallness of the chance of the thing's occurrence. It is this chance, in the case of the coincidence of two finger-prints, that Mr. V. Balthazard, in a recent communication to the Paris Academy of Sciences, has tried to figure out. He attains a fraction whose numerator is one and whose denominator is one followed by sixty zeros. His method is described by an editorial writer in *The Scientific American* (New York, August 19) as follows:

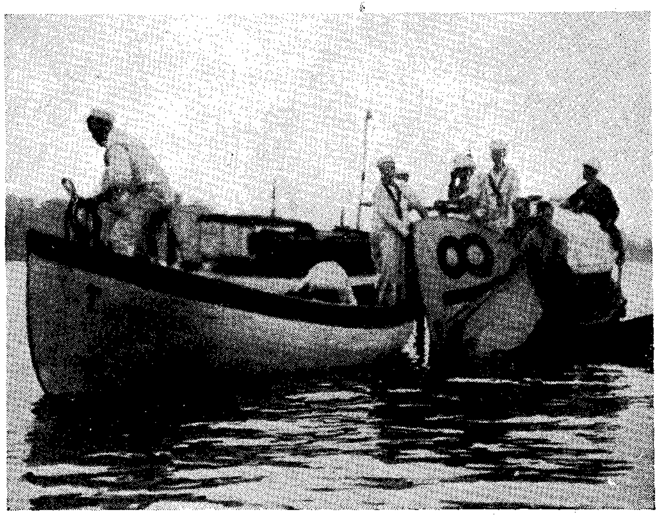
"This student finds that if any finger-print be divided into a hundred squares, each square will contain some distinctive mark, rarely two marks, and only in very exceptional cases three or none. These marks are either the branchings of the ridges that you can see on the tip of your finger, or terminations of ridges. Two finger-prints differ from each other either in the arrangement of the marks in the different squares, or in the character of the marks in a particular square. The total number of combinations of the two kinds of marks in the hundred squares is the one-hundredth power of 4 (4^{100}). This is a number that no one can possibly imagine; it is equal approximately to a number that would be represented by the figure 1 followed by sixty zeros. This means that there are possible just so many different kinds of prints, and that no particular combination will occur more frequently than others. The chances, therefore, of any particular combination of marks occurring, may be represented by a fraction with *one* as the numerator and a denominator represented by 1 followed by the sixty zeros—a very tiny fraction of a chance indeed."



TOO GREAT DARING BROUGHT HIM TO GRIEF. BADGER'S WRECKED BIPLANE.

Badger's attempt to do an impossible "dip" at the Chicago meet cost him his life. The effect was much as if an automobile were to be driven over a stone wall.

To compare this with human chances generally, the writer considers the population of the whole world, estimated to be, in round numbers, 1,500,000,000. There are about three generations in a century, or say about five thousand million different human beings—a possibility of about 50,000 million different finger-prints in a century. In order to have enough human beings to furnish all the possible combinations of marks, we should need a number of years represented by the figure 2 followed by forty-eight zeros. The chances for finding two finger-prints exactly alike would be about once in that length of time. We read further:



HE TEMPTED DEATH ONCE TOO OFTEN.

This machine, perhaps defective, could not stand the strain of a "corkscrew glide," and broke, plunging the aviator, St. Croix Johnstone, to his death in Lake Michigan.

"This period is of course inconceivable, and from a practical human point of view it is as long as 'eternity.' This length of time is vastly greater than the total length of the period since there was any kind of life upon the earth at all; it is even much longer than the length of time that astronomers calculate as necessary for the complete freezing of the sun.

"But if it would take that long, approximately, before two human finger-prints appeared that were exactly alike, one may still ask how near alike may two finger-prints be. Or to put the question in its practical form: In how many points must two finger-prints agree to make sure of identity? Dr. Balthazard shows on purely mathematical grounds that when two finger-prints agree in 17 of the 100 squares, it is practically certain that they were made by the same finger. His reasoning is as follows:

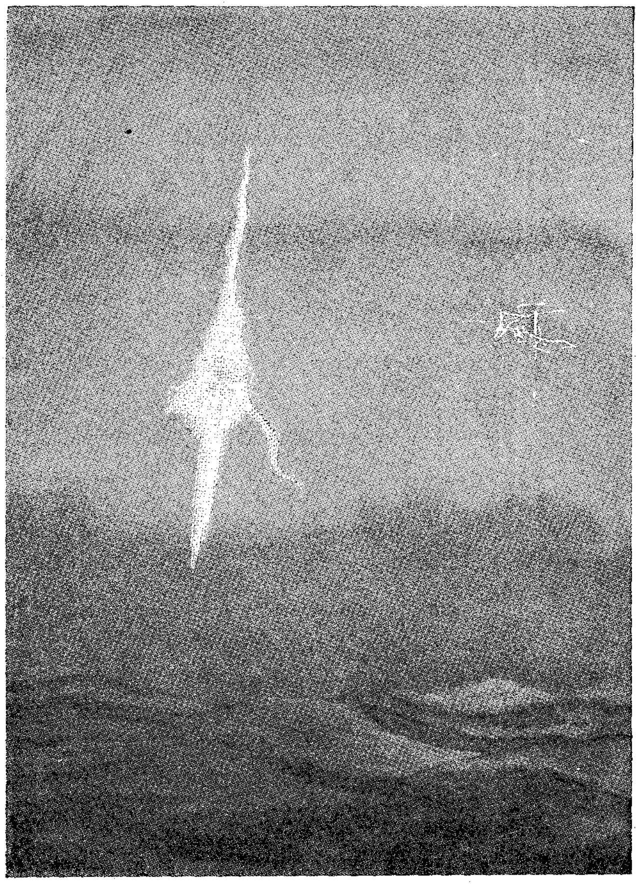
"If we look for a single coincidence, we may find it on examining four fingers. To find two finger-prints that have two coincidences, we must examine at least sixteen fingers. To find three coincidences between two finger-prints, we must examine at least sixty-four prints. . . . The probability or 'chance' of any number of coincidences occurring is 1 divided by 4 raised to the power of the number of coincidences. In this way we must find the number of coincidences whose probability is as 1 divided by the total number of fingers on the earth at any one time. This number is slightly less than seventeen, for the seventeenth power of four (4^{17}) is 17,179,869,184. . . . . . .

"In actual practise it may not be necessary to find as many as seventeen coincidences to make sure of identity. If the two finger-prints that are being compared are known to have been made by Europeans, or by Americans, or by inhabitants of a certain district, the number of coincidences necessary to establish identity is much fewer. Bertillon found two finger-prints made by different men, having as many as thirty coincidences. This would seem to be at variance with the law of probability; but on examination it appeared that the two men were twin brothers.

"However, the mathematical demonstrations may not be quite convincing to many persons. The doctrine of probability may be acceptable enough, but it remains to be shown whether all the combinations that are theoretically possible do actually occur in equal numbers; that is, whether there is not a tendency for certain combinations to occur more frequently than others, and whether, therefore, certain coincidences are not more likely to occur than others. Still, the numbers involved are so enormous, that for all practical purposes we may feel quite assured that what is likely to happen only once in a long, long eternity is *not likely* to happen twice in a century."

METEORS THAT LEAVE TRAILS

MOST meteors vanish almost as soon as they are seen—consumed by their rapid flight through the upper air. Occasionally, however, a trail is visible after the meteor itself disappears—a train of luminous mist or smoke, which may remain for several seconds or for periods as long as half an hour, or even an hour, drifting about in the upper air-currents, which sometimes twist or curl it about into curious shapes before it goes out of sight. These trails have not been carefully studied until lately, as their importance was not recognized. An investigation of them is now being made, however, under the auspices of the National Academy of Sciences, by Dr. C. C. Trowbridge, of Columbia University, New York, who believes they throw important light on the density of the upper atmosphere. He contributes some of his results to *The Popular Science Monthly* (New York, August). Dr. Trowbridge thinks that the trains consist of finely divided particles mixt with gas, both left by the volatilization of the meteor. The light given off by the trail is due, he believes, to phosphorescence of its gaseous components, and he has been able to reproduce this in his laboratory and to show that the phosphorescent gas on which he experiments presents the same appearance as the meteor trails when viewed through the spectroscope. The phosphorescence appears, too, only within certain limits of rarefaction, and the trails appear only in a certain zone of height, where the atmospheric pressure is within these limits. Says Dr. Trowbridge:



Illustrations with this article from "The Popular Science Monthly."

DAYLIGHT TRAIN OF A DETONATING METEOR.

Seen from the Lick Observatory, 7:30 P.M., July 26, 1896, visible for one-half hour. From a drawing published by the observatory. The enlarged part of the train is the point where the explosion occurred, twenty-eight miles above the earth.

"The nature of the luminous cloud occasionally left glowing in the wake of large meteors and called the 'persistent' streak or train has long been regarded as a mystery by astronomers. Many of these trains have been observed which have remained visible to the naked eye for quite as long as fifteen or thirty minutes after the disappearance of the burning meteorite itself. In numerous instances trains have lasted for more than one hour, floating in the cold upper atmosphere, a luminous mist-like cloud projected against the dark night sky.

"Meteors are usually visible but for a few seconds in their rapid flight through the upper regions of the atmosphere at a velocity of from twenty to thirty or more miles a second. Their track is almost always marked by a bright streak of fast-fading luminosity which also disappears from view in a second or two. Occasionally, however, the streak remains for many minutes brightly glowing, continually expanding in size, and drifting with the moving atmosphere. This is the phenomenon which has been called the 'persistent train.'

"Meteors which leave these trains are a very small proportion of the total number that are seen, yet authentic and definite facts concerning the trains have been recorded at various astronomical observatories in all parts of the world, hence the chief characteristics of this remarkable phenomenon are known.

"A serious study of the subject has been made only recently, but it is now recognized as being of considerable importance because it teaches important facts concerning the upper atmosphere. . . . . . .

"Meteor trains are by no means as rare as might be supposed, and it is safe to predict that if a plan were organized for their observation on nights of the year when meteoric showers occur, many trains would be observed. This would be a source of new records which would throw more light on the subject. That trains would be seen if systematically looked for is demonstrated by the fact that nine different trains were seen by an observer in England during one night with the aid of a small telescope. . . . . . .

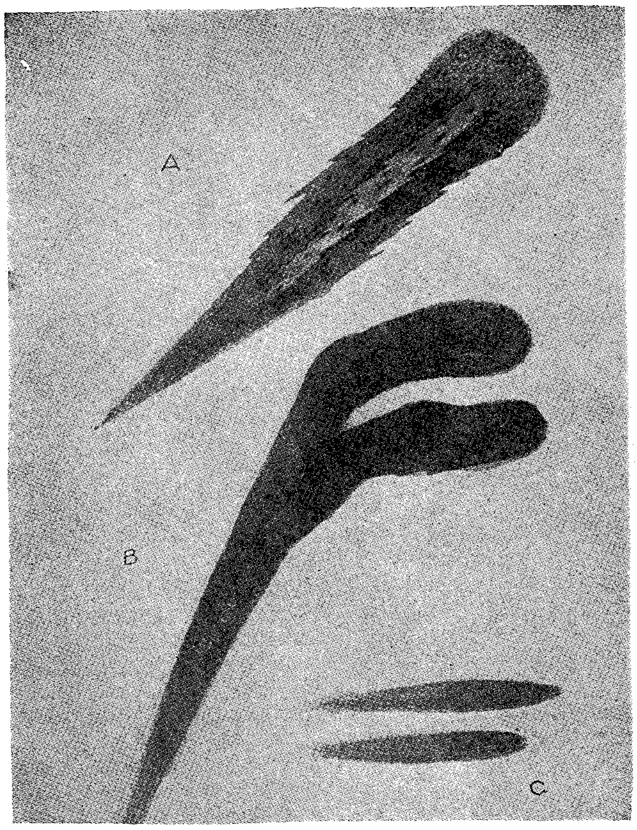
"Mr. Denning and Professor Barnard have pointed out that meteor trains visible to the naked eye for one or two minutes have been seen in the telescope for a quarter of an hour or more, and that by the use of a small low-power telescope they can be studied to greater advantage than by the naked eye alone. If the track of every bright meteor could be examined with a field glass, it is probable that many persistent trains would be observed which would be invisible to the naked eye. Moreover, Mr. Denning has shown that a great many meteors can be seen with a telescope which are otherwise invisible, and he also cites instances where he has detected persistent trains by the telescope."

It is evident, Dr. Trowbridge goes on to say, that meteor trains observed at night occur at a definite altitude, and various facts indicate that the train is due rather to the state of the atmosphere where it is formed than to the condition of the meteor itself. The train, he thinks, is a glow phenomenon of the phosphorescent type and probably of electrical origin. He goes on:

"There is strong evidence in favor of the hypothesis that there is a certain *density* of the air which is favorable for the formation of the persistent train, because the altitude above the surface of the earth at which meteor trains occur when seen at night is usually confined to definite limits between forty-five and sixty-five miles, and the height which appears to be most favorable for longest visible duration is about fifty-five miles. . . . The region where these self-luminous streaks of meteors occur extending from a little above sixty to a little below fifty miles altitude may well be called the *meteor train zone* of the atmosphere.

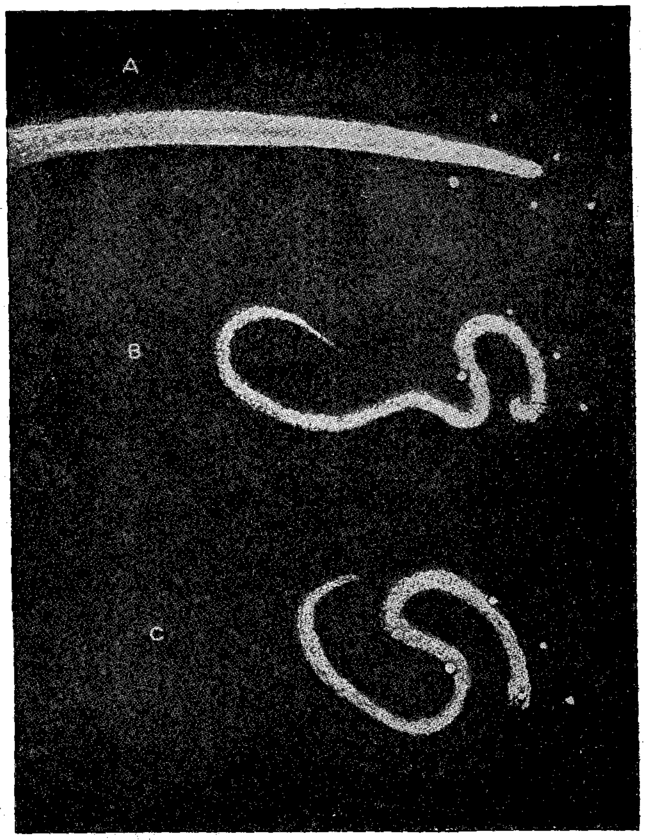
"Trains of meteors which fall in daylight or twilight are not infrequently seen. They appear as thin smoke trains illuminated by the light of the sun, and according to triangulation observations which are possible only when the train is seen from two stations, they occur as low as twenty-five miles altitude, but seldom above forty miles. They are thus as a rule at a much lower altitude than the trains seen at night, which are usually, if not always, above forty-five miles. This fact would seem to indicate that in the upper levels of the atmosphere the glow does not mainly arise from light reflected from fine meteoric dust, but is a luminosity of the gas in the meteor's track. . . . . . .

"The residue of the meteorite is evidently a cloud composed of very finely divided smoke-like particles arising from the volatilization, combined with gases liberated at the same time. This cloud, if seen in daylight or illuminated in twilight by the sun, is usually red, yellow, or silver colored, much like the ordinary clouds as they appear just after sunset. The greenish luminosity of trains seen at night may be due to continued brush-like electrical discharges near the border of the train, but it is probable that it is the phosphorescence of the rarefied atmospheric air in or around the train."



METEOR TRAIN SEEN AT THE LEYDEN OBSERVATORY, HOLLAND.

Observed on November 13, 1865. From a picture by the observer, Dr. Van Hennekelen. *A* as it appeared at 12:45 A.M., *B* at 1:13 A.M., *C* at 1:24 A.M.



METEOR TRAIN SEEN AT ABERDEEN OBSERVATORY.

Observed on November 14, 1866, described as a pale yellow band of light about half the diameter of the moon. *A* at 2:41 A.M., *B* at 2:43 A.M., *C* at 2:45 A.M. (The largest star in the cluster is Aldebaran.)

MORE WORK WITH LESS EFFORT

THIS, ACCORDING to the advocates of the new schemes for efficiency, is what they are after; and they assert that it may almost always be attained by a close study of the particular kind of work that is in question. Critics who complain that workmen are being "speeded" too much, that work is made too mechanical, and that individuality is lost sight of, are silenced by pointing out that the faster work under the new rules requires less effort than the slower used to do, that increased ability brings new interest, and that individuality has a widened scope instead of a narrower field. One of these men, C. J. Morrison, contributes to *The American Machinist* (New York, Aug. 10) an example of how some of the most familiar kinds of toil may be lightened and made more effective in simple ways. He writes:

"The proposition to increase the output of a plant by the introduction of scientific management is often met by the objections that the superintendent and foreman have been in the business many years, know all about it, and that the workmen are working so hard that the management would not ask them to work harder. As a general proposition, the men are not asked to work harder, but to work more efficiently. To illustrate the point, consider some very familiar examples.

"In the recent boat race at Poughkeepsie the losing Columbia crew, to all appearances, worked harder than the winning Cornellians. One Columbia oarsman collapsed, and the others were 'all in,' while the Cornell crew was comparatively fresh at the finish. It has been very noticeable in other races that the defeated crew is the one worn out. The reason is that the winners exerted their strength more effectively.

"Consider an example that can be seen almost any evening; that of the street-lamp lighter. Lamps have been used in the streets for many generations. Thousands of men and boys have been employed as lamp lighters, and, according to the ideas of many, the work of lighting the lamps must be efficient. Here is the process of lamp lighting, as observed in one of the largest cities in the United States only last week.

"Considering from pole to pole the operations were as follows:

"Place the ladder on shoulder, walk to next pole, place ladder against pole, climb up six (6) steps, turn on gas, get match from pocket, strike match, light lamp, climb down six (6) steps.

"The man was working desperately hard, and certainly no one could ask him to work harder, yet all the hard part of his work was unnecessary. The man could light three times as many lamps with far less exertion if he was relieved of the burden of carrying and climbing the ladder. The solution of this problem is so simple that it hardly seems necessary to say: 'Give the man a gasoline torch.' As this is a city job, it may not be considered desirable to reduce the number of men employed. In that case, why not make the work easier, employ the same number of men, light the lamps in a much shorter time, and save gas? The saving in matches will pay for the gasoline.

"Another job, which is probably the oldest of which we have an authentic record, is that of shoveling dirt, yet the efficiency of this operation is usually extremely low. Time studies made on gangs of shovelers in various places have revealed efficiencies of 12 to 25 per cent. The highest ever observed was 38 per cent. and that was an isolated case.

"The work of shoveling dirt from piles in the street to a cart, as observed in the same city as the lamp lighting, was as follows:

"The horse drawing the cart, who proceeds and stops at command, was stopped with his head opposite the pile to be picked up. Man lifts shovel of dirt, turns around, walks three (3) steps, throws dirt over high front into cart, turns back, walks three (3) steps, lifts another shovelful of dirt, etc. The piles contained, on the average, four shovelfuls of dirt.

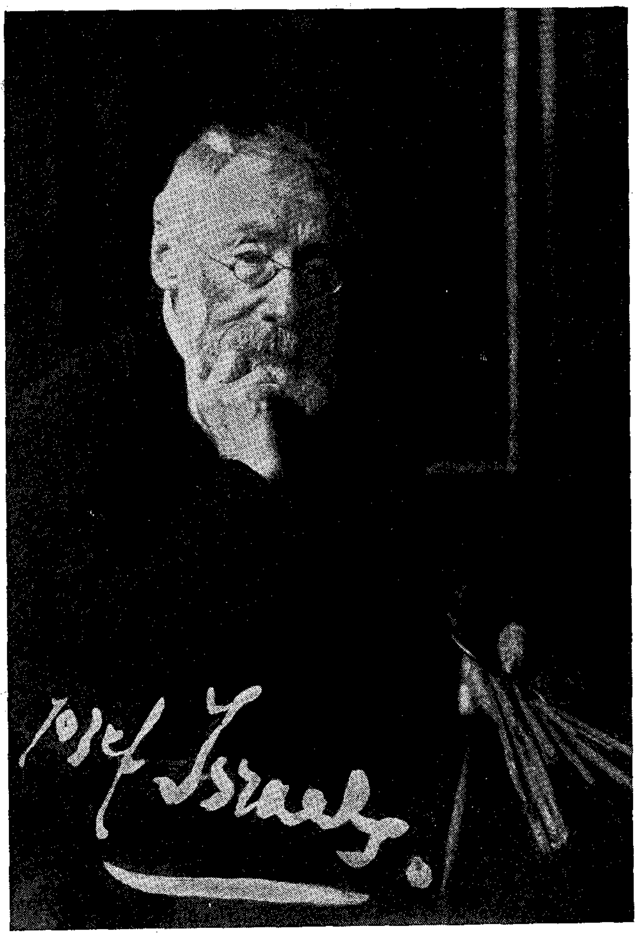
"In this case, as in many others, the workingman was working very hard, but at a low efficiency. With far less exertion he could perform much more work. The walking, turning, and the high lift of the dirt were all unnecessary and could easily be eliminated. In addition to this, the shovel was of an improper shape for the work, and the handle was too short.

"Inefficiencies similar to these can be observed almost anywhere at any time. The application of scientific management in all such cases will not only work easier, but will enable the workmen to increase their earning-power. Men will not 'work themselves out of a job,' because they are able to increase their production capacity. Fortunately, history shows that the amount of work to be done has constantly kept ahead of the labor-saving devices, and there is every reason to believe that it will continue to do so."

LETTERS AND ART

A PAINTER WHOM FORTUNE LOVED

MANY PAINTERS who have lived to an old age have heard the applause that solaced their younger days die away, and have seen their public turn aside to worship other gods. But Joseph Israels, the leader of the modern Dutch school, who died at The Hague on August 12, was served by a kindlier fate. "His was the rare satisfaction," says the London *Times*, "of the man who, beginning in advance of his time, creates his own public, and sees it growing stronger, larger, and more devoted as he passes from youth to middle life, and thence to extreme old age." He and his followers had the great good fortune to appeal to modern taste, and collectors of their pictures are to be found in England and Scotland, Holland and Germany, "to a certain extent in France and," adds *The Times*, "of course, in the United States and Canada." His example might be a useful one for young painters who are led away by fleeting fashions in painting, such as crop up every little while. *The Times* in its editorial appreciation observes:


Josef Israels.

JOSEPH ISRAELS.

Who painted "the tragedy, the pathos, and the mild enjoyments of life."

> "It is more than fifty-five years since, fresh from his French teachers, the Scheffers and Paul Delaroche, he exhibited a great 'historical' picture, admitted its failure, and determined to begin all over again in a new way. He went back to Holland, throwing aside all the conventions that he had learnt, and bringing with him only a keen eye and a trained hand. At the little port of Katwyk it was borne in upon him that the thing to paint was life, not accidents; the simple life of the poor, their labors and homely joys. Millet had been doing this for years at Barbizon and in Normandy; Rembrandt had done it gloriously two centuries before. Joseph Israels would follow the same course, but in his own individual way, and with a touch all his own.
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> "A vast series of pictures, now known and valued all over the world, was the result of this determination, and of the fortunate fact that the Dutch amateurs and the Paris critics of the late fifties and early sixties were quite ready to recognize and applaud. He was, as his name implies, a Jew, and a Jew of the humble, intense, and orthodox type, with a profound interest in the life and character of those examples of his race who abound in Holland. They supplied him with many models; but he was not exclusive in this respect, and the Dutch fisherfolk of Katwyk and Scheveningen, those 'toilers of the sea' with their wives and children, occupied his brush still more. In both these classes he found what he was in search of; a genuine type, the humble working folk for whom the toil of every day and the quiet pleasures of the home meant everything. The tragedy, the pathos, the mild enjoyments of their life were his true subject. He painted these things for half a century; and the astonishing thing is that during all that time the art-lovers of two continents have gone on admiring what he painted."

He was a painter of pathos, says the art writer of the New York *Sun*—probably Mr. Huneker. Such a field has its dangers and is apt to revolt instead of attract unless it is used with great sincerity. Israels had the secret as this writer shows:

> "The emotion is one easily strained; and always to produce it aright and of the purest quality is in these days impossible. It is all too apt to degenerate into mawkishness and twaddle, it is subject to the taint of affectation; when its flow is readiest and fullest there oftentimes is its expression least to be encouraged—for to 'pipe the eye' is only now and then a creditable proceeding, and to pipe the eye on any and every provocation is to put oneself outside the pale of art and stand forth the fit exponent of no more in nature than is feeble and contemptible. Even with Shakespeare the thing is sometimes theatrical; even with Dickens it is often unveracious; and for Millet, can one always acquit him of a community of aim with Edouard Frère? Israels is neither Millet nor Dickens—still less is he Shakespeare; and his exercises in the pathetic are very often merely repellent. As a rule his appeal is all too obvious. Henley wittily observed that Israels makes no secret of his design upon your tears. On the contrary, he asks you to sit down and have a good cry with him; and he tells you plainly not only that it will do you good but that you will really enjoy it, that you will find it a luxury and a lesson in one.
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> "Sometimes it is impossible not to decline his invitation, not to resent it with scoffs and sneers. But on occasion this pathos of Israels is touched, both in conception and execution, with a certain dignity, and then he is irresistible. He is not a great poet like Millet; nor in idea nor in utterance has he ever a touch of the heroic. But he has realized that it is man's destiny to grieve and to endure, and he often conveys this moral in terms that go straight to his hearers' hearts.
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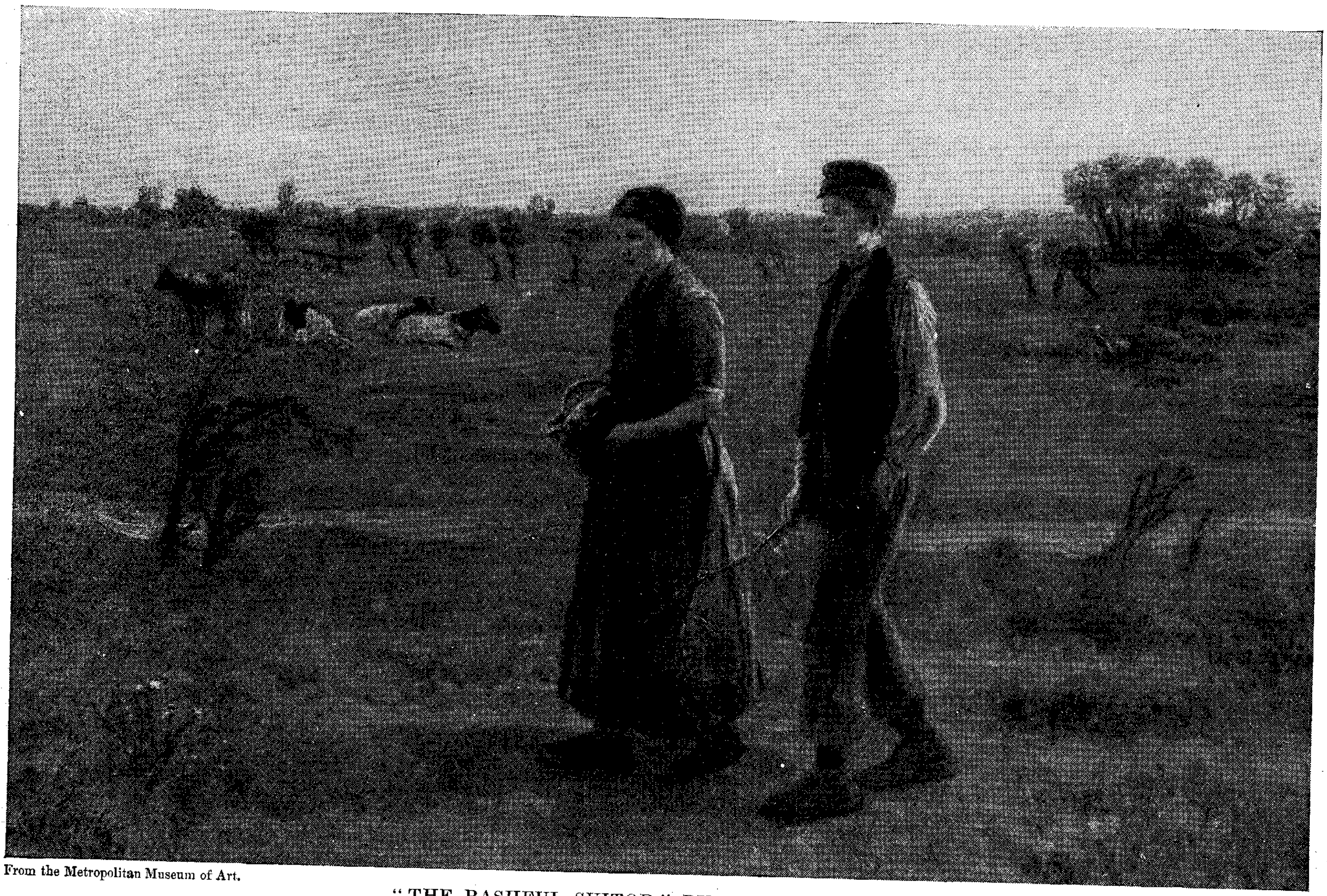
> "Of him J. Veth, who painted his portrait, has written: 'The choicest pictures of this master are painted in a truly mysterious way, simply by the nervous vigor of an untaught hand with heavy sweeping shadows and thick touches of paint, which stand out in a wonderful mixture of sharp relief and dim confused distance; with soft hesitation and touches of crudely decisive certainty; with broad outlines and incisive emphasis. Ruggedness and tenderness, corruption and sweetness, whimsicality and dogmatism are magically mingled there in dignified depth with the most refined feeling, the most ductile language of the brush that is known to me. And yet all this exists in the clear, simple execution of the old Dutch painters, and there is one great family resemblance between the nineteenth-century master and those who are classics among the *petits maîtres*.'"

As most of Israels's later subjects are placed within-doors and are surrounded with the atmosphere of an interior, says a writer in the New York *Times*, we seldom think of him as a landscape-painter, yet

> "He had a delicate discrimination in placing an outdoor and an indoor effect in close juxtaposition; he is fond of showing a landscape from an open door or window, and is happy in suggesting the freshness of nature beyond the dark heavy rooms of his laborer's cottage. In 'The Bashful Suitor' at the Metropolitan Museum, where the landscape fully equals the figures in interest, the moist quality of the air, the rich soft green of the pasture grass and the luminous drenched clouds are faithfully suggested."



From the Metropolitan Museum of Art.

"THE BASHFUL SUITOR," BY JOSEPH ISRAELS.

In this picture, says one critic, "the landscape fully equals the figures in interest; the moist qualities of the air, the rich soft green of the pasture grass, and the luminous drenched clouds are faithfully suggested."

THE KIND OF POETRY FOR TO-DAY

POETS WHO have missed fame often console themselves with the thought that the public are unable to appreciate them. Their work is too good. A writer in *The North-American Review* (September), however, thinks the poets are hardly justified in "dismissing the whole body of their contemporaries as a pack of vulgar fools." If the intelligent part of the public is not drawn to their work, he thinks the poets should institute "a very searching self-examination." The great need of the modern poet, believes Mr. Arthur Davison Ficke, "is to bring himself into a keener sense of service and into closer communication with his fellow men." In examining poetry he finds one type in which "the element of intellectual play predominates"; while the other exhibits "the element of intellectual enlightenment." Briefly explained:

"By the first, or play element, I mean to indicate that type of poetry in which the aim of the writer and the attraction for the reader are chiefly a pleasant recreation or excursion of the mind, an agreeable absorption in a beautiful thought or a beautiful form of expression. Verses of exquisite imagery and lingering music, songs which capture the moonrise or imprison the sunset, all belong here. They may be of the most varying degree of profundity—either 'Little Miss Muffet,' or 'Kubla Khan' and 'St. Agnes' Eve.' . . . . . .

"By the second or enlightening element of poetry I mean to describe that variety which has as its aim the interpreting, analyzing, and clarifying of the facts and purposes of life by means of the perceptive and expressive power of art. It includes not mere didactic poetry, but rather all poetry which is enlightening in the sense in which every genuine extension of the sympathies or sharpening of the perceptions is an enlightenment. Poetry of this variety attempts to select, from the heterogeneous welter of sensations and reactions that constitute our consciousness and our memory, those episodes which have serious meaning in the human drama and to arrange these so as to express something of the spiritual values involved. It is a criticism of life, to use Matthew Arnold's much-abused term, a formative statement of ideals and inspirations."

Intelligent readers of our time have been steadily losing the faculty of enjoying the play-element in poetry, this writer declares, yet poets have been just as steadily concentrating their efforts more and more upon this phase of the art. But the intelligent public, he thinks, would listen "if poetry were to speak to them loftily of the real interests of their lives, gripping their intellects and touching their hearts with the notes of a passion not alien to them." Therefore:

"Such a task the poets must assume. If they wish general attention they must crystallize from the cloudy liquor the thoughts gropingly present in the minds of all. They must formulate the common sympathies and desires, proclaiming with clearness and precision what the masses feel with indistinctness and vacillation. I can not doubt the effect that such an achievement would produce. I believe that any poet could capture our attention in an instant if he were to speak to us about the vital elements of our emotion or the serious convictions of our intellect. We would listen gladly to a master of poetic insight and appropriate speech, who exprest truly and beautifully all that we feel and hope as to the progress of the race or the destiny of the individual.

"This fact can be demonstrated by one familiar example. When Edwin Markham's 'Man with the Hoe' was published, it came nearer than anything else has done, in my recollection, to becoming a great popular poem. It is a work of no extraordinary profundity of thought or beauty of language, but it happened to voice a criticism and an ideal which were latent in the minds of the many; and so it touched that hidden spring which controls the great flood of popular emotion. The infrequency of such an episode shows how far the poets are from understanding the common aims. Kipling comes nearer than most; but the praises which hailed his approach are dying out as men discover that his idealism is not high enough, his imagination not vast enough, his sympathies not magnanimous enough, to formulate their hopes, even tho he tries with consummate skill to trick them by talking of their common affairs and in their common language. They perceive that he is a brilliant journalist, but not a seer or a poet."

HOW WE ARE KILLING ART

OUR MODERN science is driving art out of the world, complains a German observer. Industrialism and commercialism are invading every nook and corner of the earth—no mystery, no romance, no passion are left. Even misery, which has inspired poets and painters, is to be abolished in the splendid machine-made future we are building. It will all be very fine, no doubt, and we shall all be very, very happy, too, but there will be no art in it. It will be comfortable, but flat. Victor Auburtin is the name of the writer who has thus caught the trend of our advance and his book, "Die Kunst Stirbt" (Art is Dead), hails from Munich. Art, he declares, has received its death-sentence both from the spirit of the Present and of the Future, thus making its outlook pretty dark. Within the short period of two hundred years he looks to find the utter disappearance of poets and painters. While conjuring up a vision of this *débacle*, he asks himself whether, after all, they are really necessary or desirable and whether their work is not, in fact, an encumbrance upon the world, a waste of time and energy. But the smile with which he puts the question is not a very serene one. Throughout the book the author is seesawing between what his heart desires and what his intellect by a strictly logical analysis establishes. We read:

"I believe that art is dying, and I shall discuss my belief in this book.

"Art is dying, thanks to the masses and to the prevailing law of usefulness.

"Art is dying because the very soil it needs—the soil of naïveté and of illusion—has been improved out of existence. It is my conviction that within 200 years no artists and no poets will exist any longer. But there will exist a patented machine able to furnish us with sixty cemented Belvedere Apollos in one minute. . . . . . .

"We are done with art. And we will have to ask whether we can not do very well without it—whether it is not some raving fever that has to be cured. An illness that has come down to us from the Greeks. *Morbus ionicus.*

"Everywhere we see nowadays the symptoms of its death-struggle, *the facies hippocratica.* By the thousands artists become craftsmen, drawing 'artistic' advertisements, designing tapestries. Nobody wants to read any more lyrics. The theaters leave Shakespeare alone and give vaudeville instead. Music halls, moving-picture shows, circus, operettas, and the like occupy the field and will go on occupying it, the more humanity toils, and the coarser nerves it therefore will acquire—nerves which can not perceive the fine shades of a work of art. Sport is thriving, making young people healthy, sturdy, and gregarious as Durham bulls. And Durham bulls do not care for art. In America, the country of the future, art died long ago. And every progressive citizen prays that we may be like that land of liberty.

"Art is dying because it loses its subjects and its public. Because its fountain springs are covered up—passion, the stillness of the hour, the sparkling of oriental tales, the kingly bearing of the conqueror, and the priests' blessing in the sanctuary's twilight. Because all that has to be sacrificed to the modern gospel of utility. Because the world is hygienically covered with oil-paint all over. Because the brook on whose borders the Naiad sat dreaming, now serves the practical purpose of carrying the waste from some chemical factory down the valley."

Perhaps some one will say that all this is only a partial illustration, the death of a special stratum of culture, to be followed by new ones—and that the present degeneration must be compared with the death of Greek art or the Gothic, replaced by new births, suggests the writer with a gleam of hopefulness. "But I will show you that this is the end once for all, that we do not now possess any reserves from which new creations could pour forth; that we have excavated the globe and the most hidden depth of the human heart; there is nothing left to be said, to be created." And he goes about it in this way:

"Whosoever would discover and say a new thing would not find anybody to listen to his tales. We live too much in a hurry, we have no time for art. We have grown unsentimental and do not think that life is tragic. We are too weak for grandeur, too coarse for refinement—neither Sappho nor Shakespeare would be possible nowadays. And if they tried—well, we would laugh at them.

"Of all centuries the nineteenth has made the deepest inroad into the nature and fate of civilized mankind. Neither the migrations nor the downfall of the ancient world has made such an impression upon the race as the period of the great technical inventions in the beginning and the middle of that century. We may, in fact, consider all history up to 1850 as a unit really. Goethe after all lived mainly under the same conditions as Horace—used the same tools—traveled as he did and thought more or less as thought the educated minds of Augustus' days. But about 1850 everything changes. The face of our green earth gets covered with dirty crusts; and the ideals and dreams of the old Horace-Goethe period do not any longer satisfy our bustling, toiling humanity. . . . This modern impersonal world arose, in which art—the most personal thing—can not breathe."

The new may be better, but it kills art. The author draws this contrast:

"What were the Middle Ages? Nothing but this: Pestilence, civil war, tyranny, dirt, superstition, slaughter of Jews, robbery, pillage, thumbscrews, anathema. Just hell and abomination. From this abomination grew the wondrous flower of the *Parcifal* legend; pure, chaste, full of ideal desire.

"Of course the reader will say: but what about this *Parcifal?* Better to do away with abomination. Well—I agree with the reader—and I do not consider *Parcifal* legends as absolutely necessary. Good sewerage is necessary—and the Holy Grail is quite superfluous. But, whether progress or not, art in the most noble sense of the word has to perish amidst the economic and social improvements of the present. Mankind will become so excellently organized that contrast and struggle will no more exist, there will be no more room for sorrow, for desire, for anything marked with the sign of Cain."

More than twenty arguments are brought forward by Mr. Auburtin upon which to base his predictions. He shows which are the conditions and motives that inspire and nourish creations of art—and shows that all these are disappearing or have already disappeared—thus causing art itself to disappear with them. He says "that in the most liberal sense of the word art and poetry lose the soil on which to grow; nature is being abolished, streams like the Rhine, once the inspiration of so many poets, are being changed into dull canals bordered by factories for the sake of transporting Swiss margarine to Holland. And poets can find nothing to do with such canals"; "that the Ponte San Angelo in Rome has been disfigured by an iron bridge to enable some commercial traveler to reach his office exactly two minutes earlier than he did before—what progress!" And thus he continues:

"There are no more secrets, no more far-off mysteries upon which to build poetry. We know nowadays all about Moghreb as well as about any place on earth—and we know that all those tales about one-eyed giants, etc., are humbug. That is truth and it is always good to know the truth. But we must not forget that the Greek poet Hesiod called the muses also 'Liars.'

"Art and science are enemies. Only false poetry written with a special object in view is created by knowledge—songs of liberty, instructive pamphlets, plays defending some thesis or other, and similar sickly colorless productions.

"Passion is banned nowadays; but art is a matter of passion. Passion to a well-educated person of the present seems ridiculous; fury, beneath the dignity of man; dreaming, weak and contemptible. How shall we be able to understand the language of the Muses?

"Even now tragedies like 'Othello,' 'Lear,' 'Romeo,' can not be performed before a modern public. Let us be honest! Let us at least admit to ourselves that screaming and those horrors on the stage seem quite strange to us, something exotic like the dancing of Bantu negroes.

"I have seen all the famous performances of classical works at Max Reinhardt's—'Lear,' 'Hamlet,' 'Othello'—and I observed the people around me. They sat yawning, but when the curtain fell, they applauded, trying to convince themselves of their enthusiastic interest in this very important event."

Real love exists no more, says Mr. Auburtin, to inspire art—"which to a large extent always is a matter of love. No more serenading under the balcony of the adored (a situation which was always favorable to art). Our young people prefer good form and give vent to the fire of the heart through a successful lawn-tennis game."

How quickly and vigorously old art can be killed by modern industrial life is shown to us in the Far East. Thus:

> "Japanese art, the old and sacred art of China—all this perishes the moment the white devil appears on his steamer in oriental harbors. Japanese art history simply ends with the year 1850. Instead of that Japan now has first-class Pullman cars. The country is economically alive, and eager industry imitates the old creations of art and exports them cheaply to Europe."

Mr. Auburtin concludes in the following paragraph:

> "What the best of our time desire, what they hope from the future is: equal right for everybody according to his talents. They want to make use of every one's energies. They want to abolish everything which might prove a hindrance to the functions of the social organisms, to abolish superstitions, individual wickedness, war. They want health and comfort for everybody. They want to do away with all ground for sorrow and complaining. This is the future. This is what we *will* get. But when we reach this end, art can not be. Art must have anger and triumph, must have heights to conquer, must have abysses.
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> "But we need not despair. We can live without art. There are greater things than art, and now for a while science speaks loudly. I shiver before the electrical grandeur of the generations to come, but I shall still curse them when in my tomb."—*Translation made for* THE LITERARY DIGEST.

FOR A DEMOCRATIC "NEWER" THEATER

THE GLITTER of "society" failed to draw the public to the first New Theater; now the management aim to make the second one more democratic. They have accepted this lesson from the public itself. It was preached at the very beginning, when scoffers declared that the drama had no need of the patronage of the rich. To try to make it run in such leading strings was "antidemocratic, presumptuous," and many people "shrank from availing themselves of an opportunity that was in so large a measure paid for by their more opulent fellow citizens; they preferred to stay away." So Mr. John Corbin, in *The World's Work* (September) recalls in brief the history of the diasastrous house on Central Park West, now abandoned by its founders. He goes on to show how the attitude was both reasonable and unreasonable:

> "In point of fact, of course, the rich have always 'patronized' the arts. Compared to the millions that have been poured into universities, schools of art and music, opera, and orchestra, the sum spent on the New Theater is a bagatelle. And very few of those good citizens and proud who shun the New Theater would hesitate to go to the Metropolitan Museum or the Metropolitan Opera, the Carnegie Music Hall, the Astor or the Lenox Library. They would not hesitate to send their sons to Columbia, Harvard, or Cornell. Quite the contrary! Contemplating all such institutions, they 'point with pride' to the enlightened public spirit of the citizens of our Republic. Yet to their instinctive judgment the drama is a horse of another color.
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> "On the other hand, managers and leading actors have resented it that, as they conceive the undertaking, men with money but no practical experience in the drama should attempt to teach them their business. In a somewhat different mood they resented as keenly what seemed to them the unequal competition of a theater that was not obliged to make both ends meet—the artistic end and the financial. To subvention a theater was to restrain their trade, and most unreasonably. Many answers might be made to such special pleading. For the present it is enough to point out that no art except literature has ever reached any high development among us without private benefaction.
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> "The significant point is that the attendance at the New Theater has been sufficient, in the opinion of the founders, to warrant its continuance. One of the leading commercial managers, familiar with the facts on both sides, is authority for the statement that the money actually taken in for tickets was far in excess of the receipts at any of the regular houses. There is thus substantial reason for the belief that the New Theater has met a want not hitherto recognized—that there is a public which feels that it is a good thing to help on the drama as we have helped on other arts, for itself alone. The failure of the institution thus far is manifestly only relative; and it is equally manifest that the founders believe that the causes of the failure can be removed. What these causes are is evident in the changes they are making."

The size of the house was only one of the causes of failure. The old one was too big and the newer one will content itself with much diminished proportions. Far more damaging, says Mr. Corbin, "was the atmosphere of social awe with which the project had been invested." For proof:

> "It was Mr. Conried's profound conviction, as I knew from many conversations with him, that if he could induce the boxholders of the Metropolitan Opera House to shed the luster of a 'Diamond Horseshoe' upon the New Theater, its success was insured. Corral the Four Hundred, and the Four Million will stampede the box office! The leading ticket agency, he said, had agreed to take all the seats on the floor. It is possible that he overestimated the snobbishness of the American public, much as it is in evidence at the Metropolitan Opera House of which he was director. Certainly there is a fundamental difference in the conditions surrounding opera and drama. One has always been the concern of the rich and the socially prominent; the other has as unfailingly been a popular art. And in a democracy social awe is a very busy buzz-saw, cutting both ways. A large part of our public is obsequious to the triumph of the socially elect; but when the socially elect 'come a cropper' the nation stands by and jeers as one man. At the New Theater society came a cropper; and the fall of Rome itself is scarcely more replete with useful analogy!"

Even the society folk tired of their expensive toy when they found it hard to see and hear the play, and bestowed their subscription seats "upon innocent friends and country cousins." Mr. Corbin reports the plight of one boxholder who was engaging a cook. "She easily settled the matter of hours and afternoons out; but on one point she was met with the firmest opposition. 'This I will not do,' said the mechanic of the kitchen. 'I will not okkepy yer box at the New Theayter.'" The house that is to be has no discriminating boxes for society. The auditorium is to be of the ordinary type with seats for about 1,200, as against 2,200 in the old house. Mr. Corbin does ample justice to the high achievements of the New Theater in its two years of existence. And even with its failure, he thinks, the public may well be patient. For,

> "The founders have been patient. In the face of floods of adverse criticism, much of it ill-founded, they have pleaded none of the extenuations, the justifications that might be pleaded. They have made no response of any kind except to set about remedying defects when once they were clearly revealed. They have been liberal in a public cause. What is more, in fundamental aim, if not in method, they have been unswervingly right.
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> "Our instinctive distrust of the patronage of a popular art has no doubt an element of righteousness. In a democracy it is desirable that such an institution be not only dedicated to the people, as Mr. Morgan expressed it in his inaugural address, but, in a way, owned by the people. The most wholesome modern tendency seems to be in that direction. The State universities are, year by year, gaining precedence over the older and hitherto more distinguished private foundations. In New York City the two private foundations of Astor and Lenox have lately been merged into one magnificent public library. And leading spirits in the New Theater are looking toward a time when that institution likewise shall become, if not national, at least civic in its democracy.
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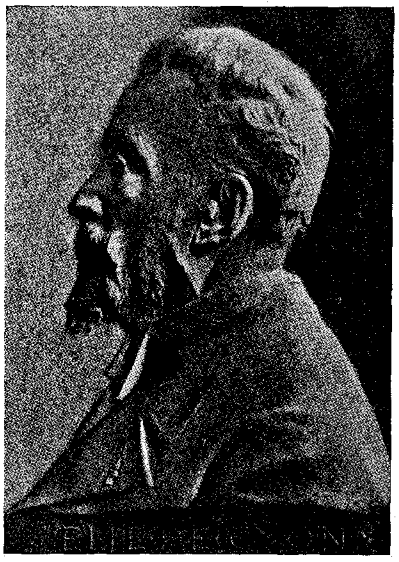
> "Its ultimate fate rests with the public. The most efficient means of patronizing the drama is through the box office. It rests with the box-office patron to decide whether this *Cinderella* of the arts, so long neglected, shall come into its own."

THE RELIGIOUS WORLD

FROM DARWIN BACK TO FAITH

WHEN IN 1909 the English university centers celebrated the centenary of Darwin and Paris performed a similar service for Lamarck, it appeared to the world at large that here were two men who had made solid and enduring contributions to the world of thought. The celebrations were, however, " but solemn funeral functions in honor of dead theories," says Professor Elie de Cyon. " For the initiated, these pompous discourses were merely the passing bell of the hypothesis of descendence." Professor de Cyon is of Russo-French origin, and for many years was a member of the Faculty of Sciences in the University of St. Petersburg. He has lately published a work called " God and Science," in which he shows himself a pronounced anti-Darwinian. As a result of his physiological experiments he declares that " the Creator reigns and his spirit governs." A selection of some of the main points of Professor de Cyon's book is given in an article in *The Record of Christian Work* (September), from which we quote:



ELIE DE CYON,

Who denies the Darwinian theory of evolution and declares that " the Creator reigns and his spirit governs."

> " M. de Cyon points out that theories of a mechanical evolution were opposed by a far larger group in the scientific world thirty years ago than is generally realized. Among the enemies of Darwinism were such men as Virchow, von Baer, Florens, Milne-Edwards, Claude Bernard, and Quatrefages. But their opposition was either too timid or too disdainful to be effective. ' The atheistic evolutionary speculation found immense popular vogue among those who desired to see the Creator dethroned, who wished to be delivered from religion and the restraints imposed by the moral law on covetousness and human passion.' It found browbeating exponents in men like Haeckel, and succeeded, for the time, in silencing objections.
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> " The two bases of Darwinism are the natural selection of the fittest and the hereditary transmission of characteristics acquired in the struggle for existence. It is curious to note that these bases have been broken down by two evolutionists, H. Spencer and Weismann. The Darwinian system reduced to simple terms is the dogma of natural selection, which ' loses all support if acquired characteristics are not inherited.' M. de Cyon goes on to say:
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> " ' The theory that the marvelous operations involved in a transformation of species, are to be explained solely by the accidents of the struggle for existence and for procreation, *is the most supernatural conception that has been brought forward since the days of Empedocles.*' ' When in 1866,' he writes in another passage, ' I showed Claude Bernard, for the first time, the marvelous mechanism of the cardiac nerves, especially the depressor, the nerve which transmits to the brain all the emotions of the heart and at the same time watches over its well-being by regulating its action and by warning, at the first suggestion of danger, the vasomotor centers of the brain, the first words of Claude Bernard were, " I should like to know how the Darwinists would undertake to explain such wonderful mechanisms with the aid of adaptation or selection! " '
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> " Altho recognizing Darwin's honesty and nobility of character, M. de Cyon is not greatly imprest with his capacities for generalization. ' His intelligence was built rather for purely descriptive sciences. He was not equipped intellectually for making large philosophical inductions. He too often confused analogy with identity to be a safe guide.' M. de Cyon further points out, as the German zoologist, Krause, has also done, that all the fundamental theories of Darwinian evolutionism are to be found sharply defined in the poetical effusions of Erastus Darwin, the grandfather of Charles Darwin. Credit, however, is nowhere given for this family heritage."

Professor Haeckel, of Germany, who stands there as the great popularizer of Darwinism, of course fares no better than does the master himself at the hands of Professor de Cyon, who brings forward other names to bear out his contentions:

> " ' Among Haeckel's innumerable works published in all tongues and issued in thousands of copies, one searches in vain for a single thought emanating from him which is worthy of preservation.' He quotes Professor Chwolson, the eminent physicist of St. Petersburg: ' All that Haeckel explains and affirms concerning questions of physics is false, and shows an ignorance of the most elementary problems, which is hardly believable,' and F. Paulsen, the late Berlin University professor, ' I have read the " World Riddle " of Haeckel, and have reddened with shame at the thought of the general education of our people! That such a book should be possible, that it should be written, printed, bought, read, admired, and taken seriously by the nation of Kant, Goethe, and Schopenhauer, is a sad fact indeed.' M. de Cyon points out that the falsifications of plates, which Dr. Arnold Brass has recently discovered in Haeckel's books, are no new thing. Professor Semper, of Würzburg, a celebrated zoologist, devoted as far back as 1877 twenty pages to similar falsifications. A year earlier, Professor His called attention to the fact that Haeckel was picturing the fetuses of a dog, a chicken, and a mole, with a single plate labeled in three different ways. Yet, for decades, Haeckel's books have been given to students for consultation by our innocent American professors. For decades this mountebank has imposed on the international public as a king in the world of thought.
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> " De Cyon looks on the remarkable biological studies of Oscar Hertwig as opening up the most promising present field of speculation. Hertwig is frankly opposed to the theory of transformist evolution. ' Lamarckism and Darwinism,' he says, ' mark but passing phases in the history of science. They offer but fragments of truth. Presented as dogmatic theories, they are but an obstacle to progress.' Hertwig insists that animals differ among themselves as much in their germ cells as in their full-formed organisms. This renders improbable, if not impossible, a common origin of different animals from the same cell. As to the forces inherent in the germ cell which direct its development through the cycle of its law-fixt modifications, De Cyon says, ' Let us have the courage to confess that we have not, up to the present, advanced a single step toward the solution of this problem.'
>
> " The theory of an apish ancestry for man, De Cyon declares pure assumption. He quotes Fraas, who devoted his long life to the study of fossil animals: ' The idea that mankind has descended from any Simian species whatsoever, is certainly the most foolish ever put forth by a man writing on the history of man. It should be handed down to posterity in a new edition of the Memorial on Human Follies. No proof of this baroque theory can ever be given from discovered fossils '; and Virchow: ' I have never found a single ape skull which approaches at all the human one. Between men and apes there exists a line of sharp demarcation. If we compare known fossil men with men of to-day, we can boldly affirm that individuals of a low development are much more numerous, relatively, among present-day men, than among fossils.' In other words, the race is degenerate rather than the fruit of an exquisite development."

Where Darwinism sees but accident and matter, De Cyon is awestruck at the evidence of supernal wisdom.

What psychological truth or what historical fact has ever been demonstrated by experimental proofs approaching, even at a distance, those which demonstrate the divine origin of the gospel's revelations? he asks, and the answer is: " The culture of the entire civilized world and the history of myriads brought out of ignorance and savagery to the light of faith and science, reply, ' None'. At present the advantage seems to be on the side of the Christian public, who has hitherto been admonished that it must bring its beliefs into line with the results of modern science if they are to live."

THE QUESTION FOR THE TROUBLED MINISTER

SHALL A MINISTER remain in his chosen profession after he has changed his views on theological points held by the creeds and confessions of his church? The question is increasingly troublesome to men in the ministry, particularly to the younger ones, we are told. *The Christian Work and Evangelist* (New York) declares that it is "all the time" receiving letters of inquiry on this question; and "the frequency with which they come makes us believe that there must be a much larger number who do not write facing the same perplexity." This journal undertakes to answer the question by putting another. If the minister "can answer it affirmatively," its advice is, "stay in the ministry by all means"; if he can not, he should "enter upon some other work." The writer does not give assurance that the answer to the question will banish forever all heresy trials, but here is the question:

> "*Have I got a gospel? Do I believe that the gospel of Jesus Christ has power to re-create humanity and build in the earth the city of God?*"

There are many other questions that might be asked and a wide latitude seems to be granted by the writer here in the answers that are consistent with the ministerial profession. The questions other than the ultimate one seem to review the various grounds of doubt that perplex the ministers of to-day. We read:

> "That question is not: What view of inspiration do I hold? For there are several views of inspiration, any one of which one may hold and be a true preacher of Christ, all of which are held by many best men in Christian pulpits. We once heard Dr. Theodore T. Munger preach a sermon in the United Church, New Haven. The next Sunday we heard Dr. John Hall, of New York, preach in the Yale Chapel. It is impossible to imagine two men holding more dissimilar views on inspiration. To Dr. Hall the Bible was dictated word by word by the Holy Spirit to the writers, who were merely amanuenses. To Dr. Munger the Bible was the religious literature of a people whose genius was for finding God. Yet each one of these sermons was a powerful presentation of one phase of the gospel. Both of these men were great blessings to the Church of Christ and great gifts to the American pulpit. Dr. Hall consoled thousands of hearts; Dr. Munger led thousands of minds out of doubt into faith.
>
> "That question is not: What point of view of the atonement do I hold? Do I hold the view commonly accepted fifty years ago or the one commonly held to-day? For there are several theories of the atonement. There are three theories quite common at this present time. Each one of these theories is held by many splendid men in any one denomination. We belong to a little group of eighteen evangelical ministers from all denominations, all prominent pastors in New York, which meets to discuss theological questions. Every theory of the atonement, from the substitutionary theory of Anselm to the moral influence interpretation of Bushnell, is represented there. But all of these men preach Christ and him crucified and risen with great power. No one would ever think of asking one of them to resign.
>
> "That question is not: What theory of the future life do I hold? For there are very many theories of the future life, of the method of judgment, of the nature of reward and punishment, and as men are getting more and more humble before the mysteries of life the less positive they are becoming in exact definition of the methods of the future. But there are ten different theories put forth in any row of ten books from orthodox preachers, from Jonathan Edwards' eternal punishment for all except a few elect to George A. Gordon's that God must save everybody some time or fail in his true Fatherhood."

Even views of the Trinity, we are assured, need not trouble one, for,

> "Here again there are many views held, from the almost polytheistic view of the early theologians, through God's reigning under one dome, so to speak, to the biological view recently so suggestingly stated by Dr. James Morris Whiton, where the Trinity is a theory of the three expressions of God's personality corresponding to the natural spheres of the soul's activities and needs. Every orthodox denomination has many splendid preachers holding all of these views. Once we were in Boston and heard Dr. A. J. Gordon preach in the morning, and in the afternoon we heard Phillips Brooks. Both preached gloriously on the new life that came to the soul that gave itself to Christ, which is half the gospel. But these two men were far apart in their interpretation of the Trinitarian formula.
>
> "And so on. It is not, How do I interpret the story of the resurrection? Not, What view do I hold of the Old or New Testament miracles? Not, What views do I hold about sacraments or the earthly channels of the divine grace? Not, What theory do I hold of Christ's preexistence? Not, How do I define his relation to the Father? Not, How do I explain the commingling of the divine and human in his nature? All of these questions which we have asked are the greatest that have exercized the human intellect. The answers are fraught with great religious and ethical import to man. Neither will we deny that they have close and intimate relationship to the gospel, and often determine to some extent its content. (Altho more and more we feel that life is determined by facts, rather than by our interpretations of them, and theology is but the interpretation of facts of experience, as astronomy is the explanation of the stars. The stars are constant; astronomy changes.) Yes, these are great questions. But these are not the questions for the preacher to ask when hesitating at the pulpit stairs."

When the question rises out of one's perplexity, Shall I preach? this is the one great question to ask, declares the writer, and the only answer is:

> "*Have I got a gospel? Do I believe that the gospel of Jesus Christ has power to re-create humanity and build in the earth the city of God?*"

SCIENTIFIC MANAGEMENT FOR CHURCHES

AS "SCIENTIFIC EFFICIENCY" is the new watchword in business organization, it is not surprizing that the idea should invade other fields of life. Dean Shailer Mathews, of Chicago, thinks that the principles of scientific management might be applied to organization of church work, but before such an attempt is made he sees the necessity of an impartial comparison of the field of church activity with that of business to note "certain fundamental differences," between them. Church activity, of course, "can not be reduced to concrete tasks with definitely measurable products." No more can there be discovered "the normal units of efficiency," such as in pig-iron loading, where the unit of efficiency is "the number of tons loaded per diem per man." Then the relation of the worker to his task is different. "It is one thing to be in charge of a group of men who must obey your orders or be discharged, and another to be the leader of a group of men and women who must be persuaded, often against their inclinations and at considerable sacrifice, to do that which must be done in a church." Dr. Mathews, writing in *The Standard* (Chicago), believes, however, that "the philosophy of efficiency can at least be tentatively applied to the working of churches." He writes:

> "First, the churches may well center attention upon operation rather than upon results. That is to say, the churches must more clearly distinguish between what they are trying to do and the way they are trying to do it. Good intentions are not always wise intentions. And this regard for operation demands a sharper definition of function. In a general way, of course, the church understands that its function is the salvation of the world, but as to the process of salvation, or as the efficiency management says, as to the operations in bringing about salvation, there seems to be a considerable difference of opinion. The first step in larger efficiency must presuppose that a given establishment exists for a definite purpose, and that operation must conform to that process. Detailed results are wholly subordinate. Handlers of pig-iron are not trained to be efficient as workers of wood-pulp machines and to switch men from one occupation to another is fatal to efficiency. Similarly in the case of the church,

centering of attention upon operation raises immediately the question as to what sort of operation the church should engage in. . . . If every church once a year were to undertake to study the community in which it actually exists for the purpose of discovering its moral and religious needs, and were then to ask itself how best it could be operated to meet those needs, organized Christianity would be wonderfully more efficient than it is to-day. Just as those business organizations which do not constantly attempt to readapt themselves to changing conditions find themselves outclassed and waning by their more intelligent competitors will the churches who are pursuing a *laissez-faire* policy find themselves of decreasing significance."

In too many communities, it is pointed out, churches compete with each other along merely numerical and otherwise material lines. Dr. Mathews recommends them to "apply to themselves the conception of functional, rather than of mere competitive, standards." The evils are of this nature:

"A minister is employed who will draw the crowd, or agencies are adopted which will serve to distance their competitors. Denominationalism too often degenerates into sectarianism, and a community suffers in every way from the failure of institutions that should be spiritual leaders to become more than institutional competitors.

"Such feeling of competition frequently is brought into the churches themselves. They practise mere 'speeding up.' Contests are arranged between Sunday-school classes or between young men and young women or between other groups within the church for the sole purpose of building up membership. There is in this competition no conception of a standard of functional efficiency, but simply the desire to bring as many persons as possible into relationship with the church and, in a general way, under its influences. In many cases such efforts have a seeming success. Attendance upon prayer-meetings, and young people's societies, is largely increased, and doubtless real good is thereby accomplished. Such efforts, however, are essentially those of the speeding-up process in industry. They are not constructive. There is no training of church members in essential church functions and when once the speeding-up process ceases as, for example, when the 'hustling' minister or Sunday-school superintendent departs, the church frequently slips back to a lower stage of efficiency."

To bring about efficiency of church work "there must be a far more systematic division between the department of management and the department of workers."

"Such management would undertake, first, the study of the conditions under which the church is surrounded; second, the adoption of a program of specialized church activity; and third, the selection and adjustment of various members of the church to the accomplishment of the specific tasks involved in the general plan of management. On the face of it, such a policy would seem to involve rather elaborate organization, but it does not seem to me that this would necessarily be oppressively elaborate. The danger of over-organization would be avoided by the functional conception. One group of men in the church should be held responsible for planning the specific duties of the church as a whole, altho they might also individually act in the capacity of those who carrried out the plans, and this management committee would see to it that there was no hysterical committee-making, but the assignment of tasks that together should make the church, as a cooperating group of spiritual workmen, effective."

This conception of staff management and planning must be carried beyond the limits of the individual church and embrace denominational cooperation:

"There should be in every community a general program at work for the churches as a whole. A step toward this has been taken in a number of places, and particularly in Chicago there has been organized the Cooperative Council of City Missions, in which representatives of five denominations meet monthly for the purpose of considering what may fairly be said to be the cooperative advance of Protestantism in the city. New churches are not established by one denomination without the knowledge and, it may be added, practically the consent of the others. New and rapidly developing fields are, as it were, allotted under terms of comity among the denominations, and a working program has been reached for activity among foreign-speaking people. While it is not possible, of course, for such a body to have authority, it is none the less true that it is in a position to plan. Some similar movements are to be found in various sections of cities where local churches undertake a certain amount of cooperative planning for their particular district. But, speaking generally, the churches have not yet gained any clear conception of the necessity of this fundamental prerequisite of efficiency."

A NEW GOSPEL VOICE FROM EGYPT

TO THE very limited field known in Biblical scholarship as the "Egyptian Gospels" has been added a new fragment by the Egyptian Exploration Fund party. This fragment is now presented in an English translation issued under the authority of Professors Grenfell and Hunt, and this portion of an uncanonical gospel may, says *The Christian Herald* (New York), "prove to be a very important addition to the early gospel literature." The passage we quote deals with a conversation between Jesus and a chief priest of the Pharisees, in which the Pharisee's words are turned back upon himself with self-conviction. It runs thus:

"Before he does wrong he makes all manner of subtle excuses. But give heed lest ye also suffer the same things as they; for the evil-doers among men receive their reward not among the living only, but also await punishment and much torment.

"And he took them and brought them into the very place of purification, and was walking in the temple.

"And a certain Pharisee, a chief priest, whose name was Levi, met them and said to the Savior, 'Who gave thee leave to walk in this place of purification and to see these holy vessels, when thou hast not washed nor yet have thy disciples bathed their feet? But defiled thou hast walked in this temple, which is a pure place, wherein no other man walks except he has washed himself and changed his garments, neither does he venture to see these holy vessels.'

"And the Savior straightway stood still with his disciples and answered him, 'Art thou then, being here in this temple, clean?'

"He said unto him, 'I am clean; for I washed in the pool of David, and having descended by one staircase I ascended by another, and I put on white and clean garments, and then I came and looked upon these holy vessels.'

"The Savior answered and said unto him, 'Wo, ye blind, who see not. Thou hast washed in these running waters wherein dogs and swine have been cast night and day, and hast cleansed and wiped the outside stain, which also the flute girls anoint and wash; but within they are full of scorpions and all wickedness. But I and my disciples, who thou sayest have not bathed, have been dipt in the waters of eternal life; but wo unto thee. . . .'"

The Christian Herald proceeds with the recital of a few facts which tend to place the probable historical setting of this newly discovered work:

"In recent years many similar fragments have been found in North Africa which, tho disconnected and incomplete, bear evidence of having belonged to what is known as the Egyptian version of the gospel. Clement of Alexandria mentions (about A.D. 200), a 'gospel according to the Egyptians.' Origen also refers to the same gospel and so does Jerome, the latter adding that it contained various heresies. Epiphanius took the same view and wrote concerning the 'corrupt and preposterous sentiments' of certain parts of the gospel. In some immaterial points it contradicted the canonical writings.

"It is known that the Church in Egypt was founded in the second century, but this gospel (assuming it to be identical with that just discovered by Hunt and Grenfell) is believed to have antedated the actual foundation of the Church and to have been written very early in that century, before the formal introduction of Christianity into North Africa. Up to the present time, nothing has come to light among the fragmentary relics to show the attitude of this long-forgotten and repudiated gospel on the miracles and the resurrection. The first seeds of Christianity were sown in Egypt in apostolic times, and it is recorded by some ancient historians that Peter founded the Church of Alexandria and several other churches. Tradition says that Mark went to Egypt on a gospel mission. Long before the time of Christ, that country was a seat of philosophy, and when the new religion appeared, it quickly supplanted the old.

"Altho the reports concerning the newly found 'gospel' do not state the language in which it was written, it was probably the Coptic—a compound of old Egyptian and Greek."

MOTOR-TRUCKS AND MOTOR-CARS

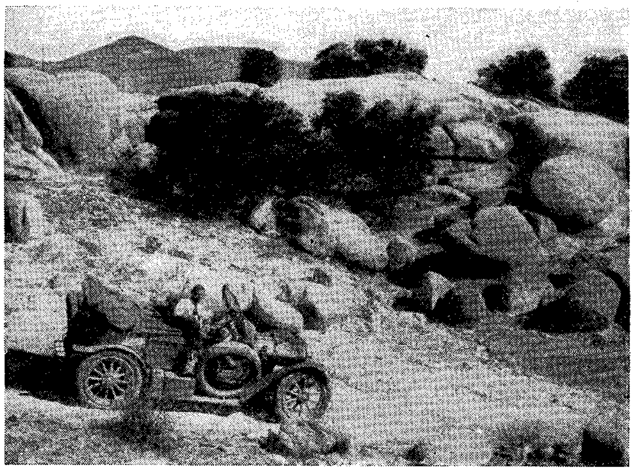
A GREAT SCHEME FOR NATIONAL HIGHWAYS

Just before the adjournment of Congress, Senator Cullom of Illinois introduced a bill providing for a vast system of national highways radiating from Washington to all sections of the country. In all seven highways are included in it. Back of the bill, according to a correspondent of *Motor Age*, are "a number of prominent members of Congress and business men who are preparing to push the bill to passage as quickly as possible." With Washington as a terminus for each of the seven roads, the other termini will be Portland, Me., Buffalo, Seattle, San Francisco, San Diego, Austin, and Miami. The roads are to be named respectively after Washington, Roosevelt, Lincoln, Jefferson, Grant, Monroe, and Lee. It is probable that the routes will be so arranged as to pass through every State in the Union except Michigan, which, because of its situation between the Great Lakes, can not be included. The roads are all to be macadamized.

Estimates are to be prepared by engineers of the cost of making connection with cities through which the main roads do not pass; legislatures of States being advised of these data and encouraged to construct connecting lines. The seven highways would have a combined length estimated at 12,000 miles, the total cost being $148,000,000, the money to be raised by an issue of bonds. The cost of maintenance after construction is to be provided for by the imposition of tolls. Objections to tolls have already been made and it is not unlikely that this provision may be stricken out.

Senator Cullom's bill provides for the appointment of a commission to take the work in hand. It appropriates $2,000,000 for the preparation of maps, surveys, and other preliminary work. It is contended on behalf of his bill that, after the expenditure by the Government of many millions of dollars in the improvement of waterways, the building of the Panama Canal, and in aid given to railroads through land grants, the traffic of the country has grown to such proportions that railroads and waterways are no longer able to care for it adequately.

Writers in other periodicals report that from many parts of the country comes positive evidence of a growing sentiment that the National Government should give immediate attention to road-building. Speaker Champ Clark is prominent among men in Congress who believe the time has come for the general Government to cooperate strongly with States in building a great system of public highways.



Crossing the highest point on the Rocky Mountains, on the Continental Divide, its elevation 8,000 feet. This road is merely a rough trail. A generation ago it was a favorite ambuscade for Apache Indians.

THE FUTURE OF THE "SEASON-MODEL"

A writer in *Motor* discusses the question whether in future makers of cars will continue to bring out each year a new model. He does not give his own views of the question so much as a summary of opinions among manufacturers, as the result of a canvass made among them. Replies were received from 183 makers. Of these, 28 favored continuing the old methods, while 155 were opposed to continuing them. Every one can see how this question depends a large item in the cost of the car. Once a car has been standardized, and then manufactured in large quantities; moreover when it has acquired a reputation which alone can give it a certain fixt market each year, the selling-price can be placed at a very much lower figure.

DAILY EXPRESS
COOKING BAG
DEMONSTRATION

From "The Commercial Vehicle," New York.

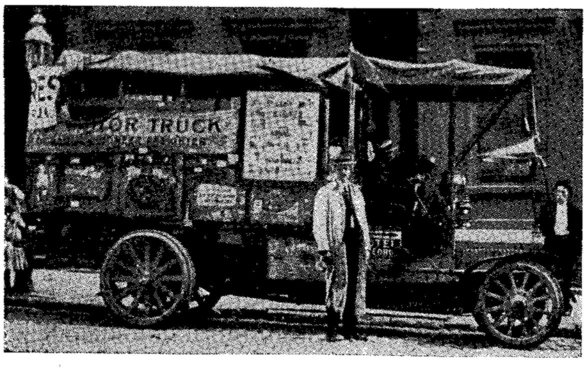
A perambulating kitchen, mounted on a motor-truck, in use in England, for demonstrating what is known as "paper-bag cooking." It was put into service by a London newspaper and a month ago had already traveled many hundreds of miles in the south of England. Paper-bag cookery is having an immense vogue in England, its originator having been Nicholas Soyer, grandson of a more famous chef of the same name. Paper-bag cooking has thus far been introduced but slightly in this country, altho a book on the subject was published this year.

The writer in *Motor* found that several makers had already announced their intention to bring out no more season, or yearly, model. Certain changes in details of construction will continue to be made by them, but not according to the calendar, but rather at such time as may be convenient or opportune. Early in the industry the season-model was an indication of progress and development toward an ideal in construction. It became also a "central factor in a sales campaign." *Motor* prints a series of letters on this subject from leading men in the trade, and comments on them as follows:

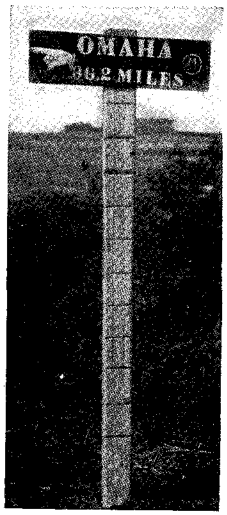
"Of those in the majority, the consensus of opinion seems to be that while the season-model served its purpose at one time, it has passed the days of its usefulness and is now more a hindrance than a help. Even those who favor continuing it, seem to feel that its life can not be long, and there is a belief often exprest that if all the makers or a number of the leading ones would agree to discontinue bringing out new models each year, the matter could easily and quickly be disposed of to the great benefit of all. The very early announcement of new models is frowned upon by many.

"The chief arguments of those who do not favor the season-model is that it is unnecessary since standardization of design has practically been attained; that all manufacturers should, as certain progressive ones now do, make changes as soon as they can be made economically, without regard to the time of year, so that purchasers may reap the benefit from them as soon as possible. Another interesting argument is that under the plan at present in vogue, depreciation in value of a car is much too great during the first year. The announcement of a new model knocks too great a percentage off the value of the car of the year before.

"That changes from year to year have, of late, been slight in most cases, has been evident to all, but it is never-

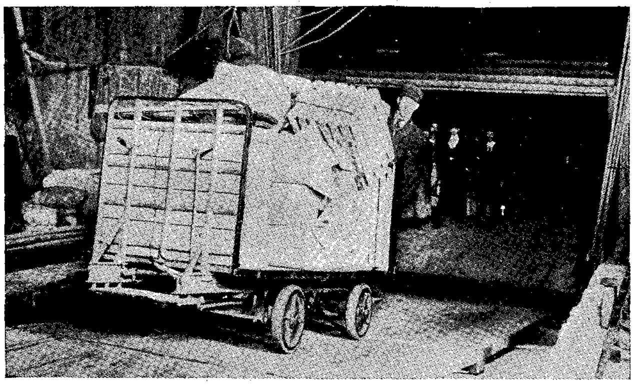


The Saurer truck after completing its run across the Continent.



From "Motor World."

A sign post used in the Middle West, constructed of concrete and said to be indestructible.



Unloading freight from a steamer with a motor-truck on a twenty-per-cent. grade.

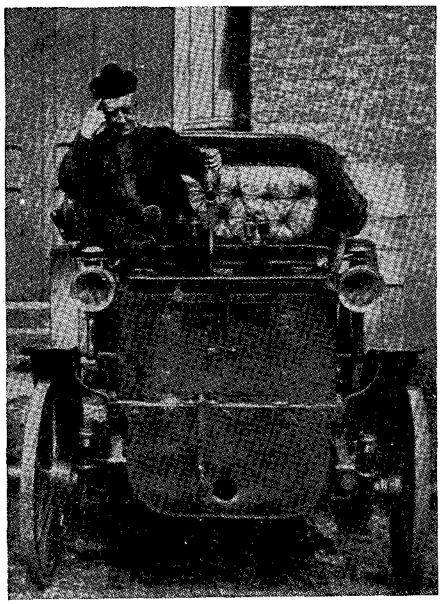
theless interesting to learn from the makers themselves just how slight these changes have been."

THE COST OF RUNNING A TRUCK

The fourth article, in a series discussing the cost of running a motor-truck, is printed by *The Automobile* in its issue of August 3. Both gasoline and electric trucks are included in the discussion. The general conclusion is that the average gasoline truck can carry freight at six cents per ton-mile and the electric truck at seven cents. In both varieties of car "excessive speed is the worst element of waste." Following are interesting points in the article:

"Taking the wagon-mile as the unit for comparison and computation, it has been found that it costs 1.772 cents to operate a truck one mile for tires. This figure is based upon the experience of 1,000 single solid tires in actual business service under varied typical conditions and taking the tires from the moment they were first installed until their worn remnants were consigned to the scrap heap.

"The automobiles upon which they were used are small trucks ranging in capacity from one ton to three tons in burden-bearing ability and including both gasoline and electric vehicles of numerous standard makes. The range of tire costs was from something less than one cent per wagon-mile to slightly over five cents, with the average figure as stated above.

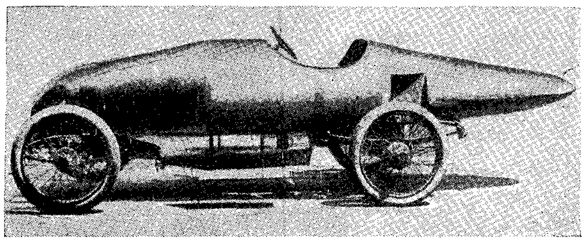


From "Motor."

The Abbé Gavois, of Raineville, a small parish in Picardy, France, in his motor-car which has been in use for more than twenty years.

"It was proven that excessive speed is by far the greatest element of loss in respect to tire costs, and that the size of the truck has little to do with the wear and tear on tires as long as an economical rate of speed was pursued. The average tire mileage delivered was almost 12,000 and the original cost in the neighborhood of $50. The rate of speed ranged from about 10 miles an hour to more than 20 miles, with the average about 12. There proved to be practically no difference in cost for tires used on both electric and gasoline cars, the extra weight of the electrics being counterbalanced in tire wear by the more severe engine strains placed upon the tires by the gasoline cars.

"As to fuel and oil for the gasoline cars, the experience with all the trucks of this type used showed that the cost of gasoline was 1.74 cents per wagon-mile and that oil and grease made up another item of .608 cent, thus giving a total of 2.348 cents for fuel and oil for each wagon-mile made by the gasoline cars under observation, the number of which was in excess of 300.



A French body design which has received the name of "the Dragonfly" and successfully resists wind-pressure.

"Considering the corresponding item with regard to electric trucks, the figures covering a period of four years show that battery and current costs and the expense for lubrication totaled 6.512 cents per wagon-mile. In each case the average for garage work, wages of garage employees, and ordinary maintenance and repair was a little over three cents per wagon-mile, the actual figure being 3.1 cents. Battery costs follow the size of the truck very closely, but there appears to be a wide difference in the item of expense for current.

"In a comparative way it may be said that the cost of operation is about the same for both gasoline and electric trucks, with the balance favoring the gasoline cars. The difference is considerably greater to the advantage of the gasoline trucks when the computation is reduced to a basis of ton-miles. The tabulations show that the cost is about seven cents per ton-mile by electric trucks and a trifle under six cents by gasoline wagons.

"On a basis of 10,000 miles a year, the actual cost of operating and maintaining a typical gasoline truck would be $1,328, and for this price the truck would deliver 22,100 ton-miles of freight service. With the electrics delivering the same number of wagon-miles per year the cost would be $1,375, and the ton-mileage would approximate 19,650.

"Thus the gasoline truck delivers the same number of wagon-miles as the electric truck for $47 less a year, and, at the same time, on account of the larger size of the gasoline trucks used in this illustration, the ton-mileage is greater for that type of wagon by 2,450 ton-miles per year.

"The best types of gasoline cars were operated at twelve cents per wagon-mile as a minimum yearly figure. These cars are modern trucks of three-ton capacity, and for a single year the ton-mileage figure has been as low as four cents. Other types of three-ton gasoline trucks have averaged four and one-half cents per ton-mile and those of smaller size run to larger figures in the ton-mile computation.

"Referring to the experience with the earlier gasoline trucks, it may be said that the excessive operative costs were due solely to mechanical crudities which have been corrected in large measure in the wagons of current use. Some of these ran as high as fifteen cents a ton-mile and delivered a comparatively small number of the revenue-producing units. This made a bad showing for gasoline-operated automobiles in comparison with the electrics.

"But the most astonishing thing shown in the figures covering all the stages and phases of truck operation is the steady growth of economy in cost. While the price of freight automobiles remains substantially level and has done so for the whole period covered, the quality and mechanical excellence of the cars have increased. Dollar for dollar there is more value in the cars of the present than there was in the cars of the past, no matter what the price."

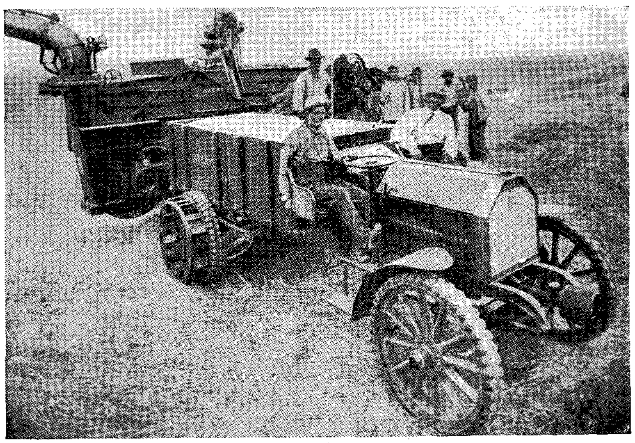
WHY TIRES GIVE OUT

A writer, who is described as "the chief adjuster" for well-known makers of tires, contributes to *Motor* an article in which he declares that, barring accidents, seventy-five per cent. of the tires which give out do so from neglect or misuse, rather than from faulty construction. This neglect or misuse is not necessarily intentional (except on the part of chauffeurs), but is rather due to ignorance on the part of the user. The writer says in detail:

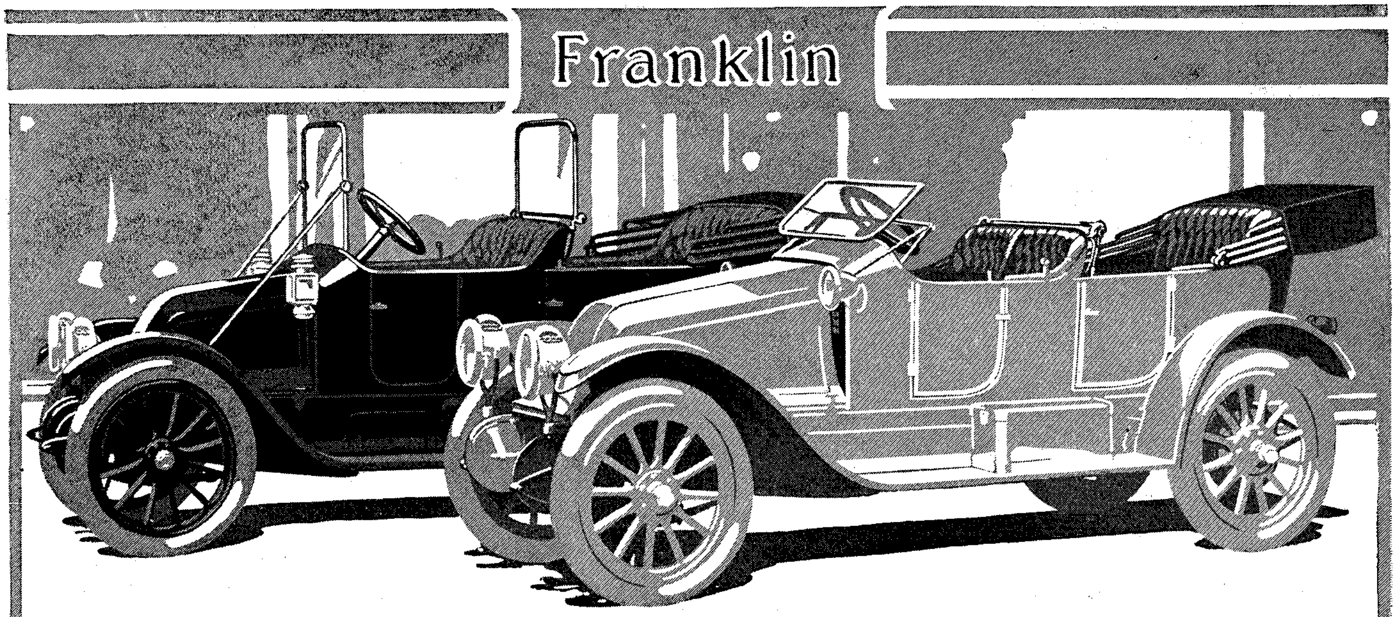
"The average motorist is indifferent in regard to the care and use of his tires. As a rule, he is so taken up with the study of the magneto, the carburetor, etc., that he really has no thought of his tires.

"Inasmuch as the up-keep of tires is considered the greatest running expense of

(*Continued on page* 406)



A tractor in use for hauling wheat after it has been threshed on the farm, its capacity 100 bushels.



FRANKLIN MOTOR CARS ARE MADE IN FIVE CHASSIS SIZES, TWO "FOURS" AND THREE "SIXES", WITH THIRTEEN STYLES OF OPEN AND ENCLOSED BODIES. THE EQUIPMENT OF ALL OPEN TYPE BODIES INCLUDES WIND SHIELD AND TOP. PRICES ARE F. O. B. FACTORY.

25-HORSE-POWER, FOUR-CYLINDER MODEL G TOURING CAR, $2000.

MODEL G RUNABOUT, 18-HORSE-POWER, FOUR-CYLINDER, $1650.

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SIX-CYLINDER, 38-HORSE-POWER MODEL D, $3500 FOR TOURING CAR OR TORPEDO-PHAETON.

SIX-CYLINDER, 38-HORSE-POWER MODEL H, SEVEN-PASSENGER TOURING, SILVERTOWN CORD TIRES, $4000.

MODEL H LIMOUSINE, $5000. 25-HORSE-POWER LIMOUSINE OR LANDAULET, $3000.

FRANKLIN COMMERCIAL CARS INCLUDE PNEUMATIC-TIRED TRUCKS, LIGHT DELIVERY WAGONS, PATROLS, AMBULANCES, OMNIBUSES AND TAXICABS.

BEAUTY OF DESIGN, LUXURIOUS RIDING, LIGHT WEIGHT, GREAT TIRE ECONOMY, ARE DISTINGUISHING FRANKLIN FEATURES. THE MOST NOTABLE FEATURE, HOWEVER, IS THE AIR-COOLED MOTOR AND RECENT IMPROVEMENTS HAVE MADE IT THE MOST REMARKABLE DEVELOPMENT IN AUTOMOBILE MOTOR DESIGN. WHEN WRITING FOR OUR NEW CATALOGUE ASK ALSO FOR "THE FRANKLIN ENGINE".

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE N Y

An interesting experience with Polarine

Saurer Motor Company
30 Church St., New York

August 11, 1911.

Standard Oil Company,
555 West 25th Street,
New York, N. Y.

Dear Sirs:

It will probably be interesting for you to know that the "*Pioneer Freighter*," the 4½ ton Saurer motor truck which has just finished the run between San Francisco and New York with a load averaging 3½ tons, used Polarine Oil, Transmission Lubricants and Grease.

This was the most gruelling trip through which any motor vehicle ever passed.

For twenty-seven consecutive days the truck was never off the low gear, 2.4 miles per hour, the engine running 1000 r.p.m. Over the White Mountains of Arizona deep snow and mud were encountered in temperatures of down to zero, while through the desert sixteen days were consumed, most of which was on the low gear in temperatures of 140 during the day and never less than 100 at midnight.

This, you will agree, was a most trying test for the cooling system and the lubricating oils, but never once during this most trying trip was the engine overheated or the lubricating anything but perfect.

Inspection of the cylinders and valves in Chicago and again in New York on completion of the trip totaling over 5,200 miles, showed them to be in perfect condition and entirely free from carbon.

The gear case in which we used Polarine Transmission Lubricant was opened only once during the trip for inspection and found to be in perfect condition.

If there is any further information which would be interesting concerning this trip, we would be pleased to supply it.

Yours very truly,
H. D. WATSON,
Eastern Sales Mgr.

Polarine

The Polarine Brand covers:
Polarine Oil (in gallon and half gallon sealed cans, in barrels and half barrels), *Polarine Transmission Lubricants, Polarine Cup Grease and Polarine Fibre Grease.*

These lubricants cover the needs of every part of the car.

Send to our nearest agency for "Polarine Pointers" which includes hints on the care of motor cars.

Standard Oil Company
(Incorporated)

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 404)

any car, why not consider that this expense could be greatly reduced by posting yourself on the care of your tires? The tire in itself is a great study, and by properly caring for your tires they will serve you better and add to the comfort and pleasure of your motor hours.

"It is true that some tires blow out without any apparent cause and are absolutely at fault. A great proportion of tire trouble, however, arises from accidents or misuse which are impossible to trace. Blowouts come particularly under this head. The fabric in a tire is not indestructible and after once having received a severe bruise (this often occurs without making the slightest mark on the outside of the tire), it finally gives way to the constant strain. Some of the more common causes of blowouts, and other injuries, may be of interest to the reader.

"It often happens that an inside patch is applied to a cut extending entirely through the tire. Such a patch will in short order work into the cut, and, acting as a wedge, force the fabric apart, causing it to break or pull apart from bead to bead. A far more effective method, in caring for cuts of this nature, is to use an inside protection patch and an outside emergency band.

"Small cuts in the tire case should not be overlooked. Such cuts frequently extend to the fabric, so that moisture and grit are bound to work in and fabric deterioration and blistering of the thread is the result. A pinch of 'Plastic' firmly prest into such cuts, can be depended upon to make an effective repair.

"Faulty alinement usually occurs on the front wheels and affects both tires alike. Improper adjustment of the steering apparatus, or a bent knuckle or axle are responsible; for wheels that are permitted to 'toe' in will soon wear through the toughest tread.

"No tire will withstand rough treatment on its sides, such as comes from running over muddy roads with a frozen crust insufficient in thickness to support the car. Rubbing against the curbstones is just as bad. Let the wear and tear of your tire fall on the tread. The sides of the tire will not stand abuse.

"While almost any chain will injure a tire, some are more injurious than others. The method of fastening likewise has something to do with injurious effects. One should always apply a chain loosely enough so that it will have play sufficient to work around the tire, distributing the strain to all points alike. Many a good tire has been cut to pieces by chains held tightly in one place.

"It often happens that while the outer covering of a tire may not be marred, yet the tire has received a terrific blow from some smooth and blunt object which was sufficient to disrupt the fabric construction. To better explain this condition we would say that if a tire under pressure should receive a tremendous blow from a sledge hammer, the fabric would break without leaving the slightest mark or indentation on the outside of the case.

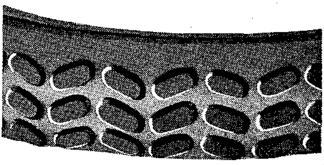
"Unquestionably more tires are ruined on account of under-inflation than from any other cause. There is little danger of over-inflation, unless an air-bottle is used. The flat, out-of-shape appearance, with the wavy condition of the tread, due to a loosening of the tread from the carcass, shows the results of running a tire too soft.

(*Continued on page* 408)

Stomach Troubles
Horsford's Acid Phosphate
Produces healthy activity of weak and disordered stomachs. An unexcelled strength builder.

The ambition of every tire maker in the world is to some day make a non-skid tire as good and as popular as the famous

NOBBY TREAD



Never before in the history of motoring has any type of tire achieved such success. Everywhere, from coast to coast, Nobby Treads are replacing every other form of non-skid tire or non-skid device in every possible kind of service. And it is because the big, thick, diagonally-placed knobs grip any kind of road, no matter how slippery, and *do absolutely prevent skidding or drive-slipping.*

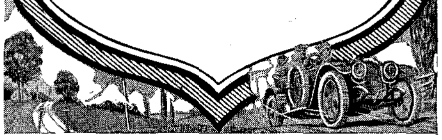
Nobby Treads are sold wherever

UNITED STATES TIRES

Continental **Hartford**
G & J **Morgan & Wright**

are sold. Four-fifths of the best dealers thruout the country sell them.

United States Tire Company
Broadway at 58th St.
New York
Branches, Agencies or Dealers Everywhere



Secure and Profitable

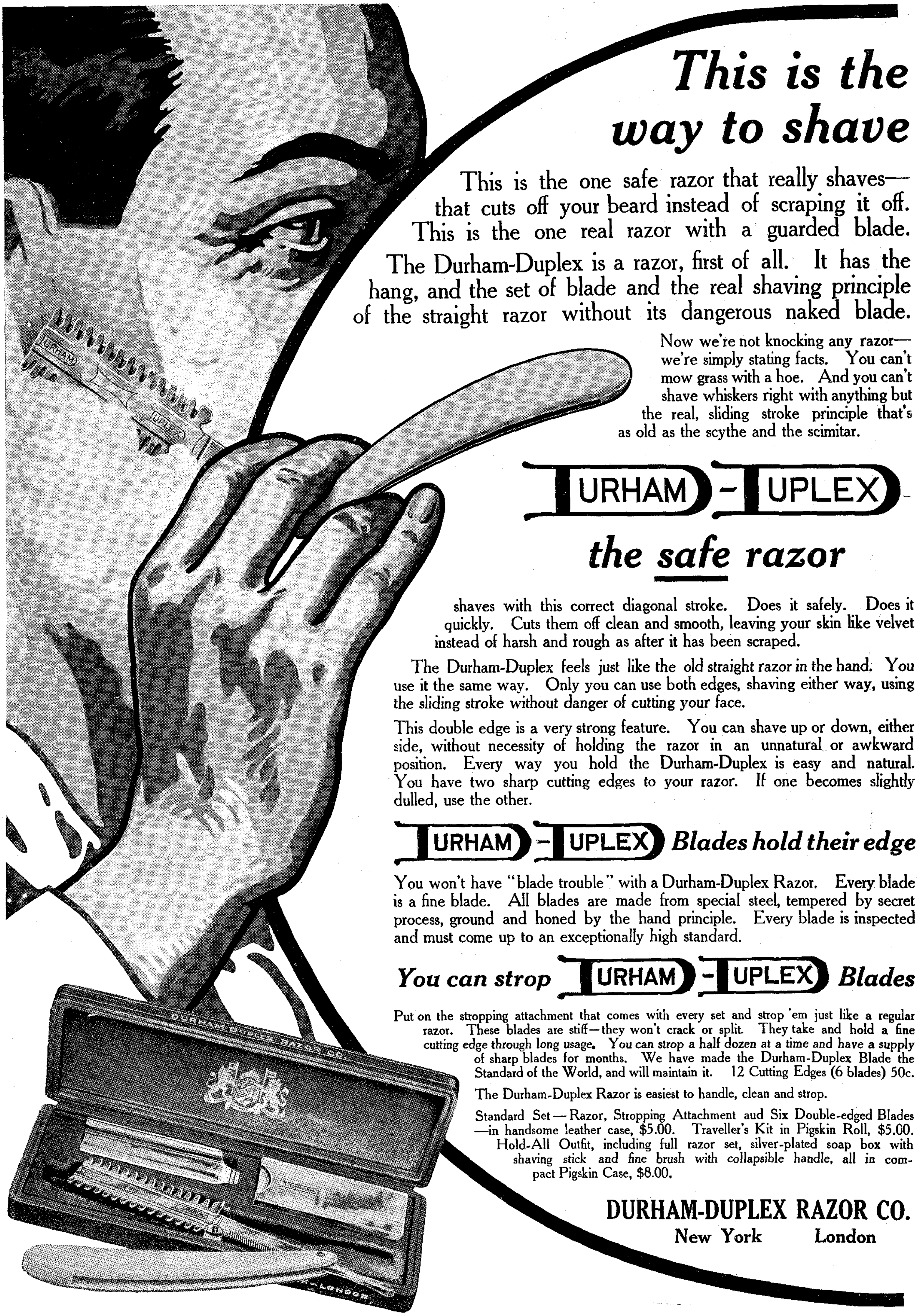
These essentials of a good investment are combined in our

5% Gold Bonds
Paying Interest of 5%

Guaranteed for 10 years, payable every six months in coupons attached, which can be collected through your local bank, convertible into cash before that time if you wish. Issued in denominations of $100.00 or $1,000.00 and *fully protected* by the entire resources of the bank.

Write for full details and booklet.

GUARANTEE TRUST AND BANKING CO.
Capital Stock $500,000.00 ATLANTA, GA.



This is the way to shave

This is the one safe razor that really shaves—that cuts off your beard instead of scraping it off. This is the one real razor with a guarded blade.

The Durham-Duplex is a razor, first of all. It has the hang, and the set of blade and the real shaving principle of the straight razor without its dangerous naked blade.

Now we're not knocking any razor—we're simply stating facts. You can't mow grass with a hoe. And you can't shave whiskers right with anything but the real, sliding stroke principle that's as old as the scythe and the scimitar.

DURHAM-DUPLEX

the safe razor

shaves with this correct diagonal stroke. Does it safely. Does it quickly. Cuts them off clean and smooth, leaving your skin like velvet instead of harsh and rough as after it has been scraped.

The Durham-Duplex feels just like the old straight razor in the hand. You use it the same way. Only you can use both edges, shaving either way, using the sliding stroke without danger of cutting your face.

This double edge is a very strong feature. You can shave up or down, either side, without necessity of holding the razor in an unnatural or awkward position. Every way you hold the Durham-Duplex is easy and natural. You have two sharp cutting edges to your razor. If one becomes slightly dulled, use the other.

DURHAM-DUPLEX *Blades hold their edge*

You won't have "blade trouble" with a Durham-Duplex Razor. Every blade is a fine blade. All blades are made from special steel, tempered by secret process, ground and honed by the hand principle. Every blade is inspected and must come up to an exceptionally high standard.

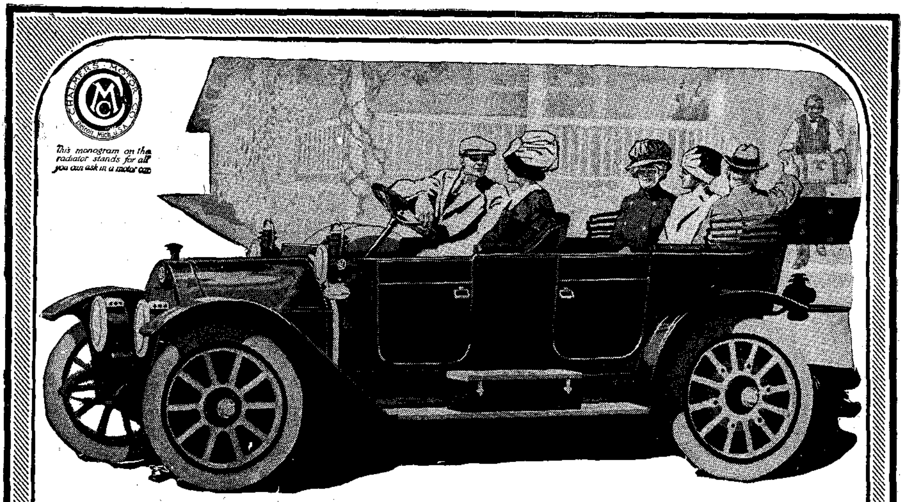
You can strop DURHAM-DUPLEX *Blades*

Put on the stropping attachment that comes with every set and strop 'em just like a regular razor. These blades are stiff—they won't crack or split. They take and hold a fine cutting edge through long usage. You can strop a half dozen at a time and have a supply of sharp blades for months. We have made the Durham-Duplex Blade the Standard of the World, and will maintain it. 12 Cutting Edges (6 blades) 50c.

The Durham-Duplex Razor is easiest to handle, clean and strop.

Standard Set—Razor, Stropping Attachment aud Six Double-edged Blades—in handsome leather case, $5.00. Traveller's Kit in Pigskin Roll, $5.00. Hold-All Outfit, including full razor set, silver-plated soap box with shaving stick and fine brush with collapsible handle, all in compact Pigskin Case, $8.00.

DURHAM-DUPLEX RAZOR CO.
New York London


CHALMERS MOTOR CO.
Detroit, Mich. U.S.A.
This monogram on the radiator stands for all you can ask in a motor car

Here Is a Motor Car for the Whole Family

CHALMERS "Thirty-six," $1800, the latest addition to our line, is distinctly a family car—a car every member can enjoy.

With the Chalmers Self-starter any woman or girl can readily start the motor. No cranking is needed; only a light pressure with the foot on a push button.

Continental Demountable rims and big tires —36″ x 4″—rob punctures of their terrors. Pressure tank of self-starter can be used for pumping up tires.

Chalmers "Thirty-six" is a family vehicle. In the morning father drives down town—reaching the office quickly, comfortably, full of vim from a ride in the morning air. One of the boys brings the car back for mother to use going shopping.

In the afternoon mother or one of the girls uses the car making calls. Or the young people drive it to the tennis court, or the country club or for a picnic in the woods. Toward evening someone goes down for father. And after dinner the faithful "Thirty-six" is ready for a long drive carrying along the whole family or a party of friends.

The "Thirty-six" will not require the care of a chauffeur. Father and the boys can take care of it. We agree to teach every buyer, free of charge, how to drive and care for his car.

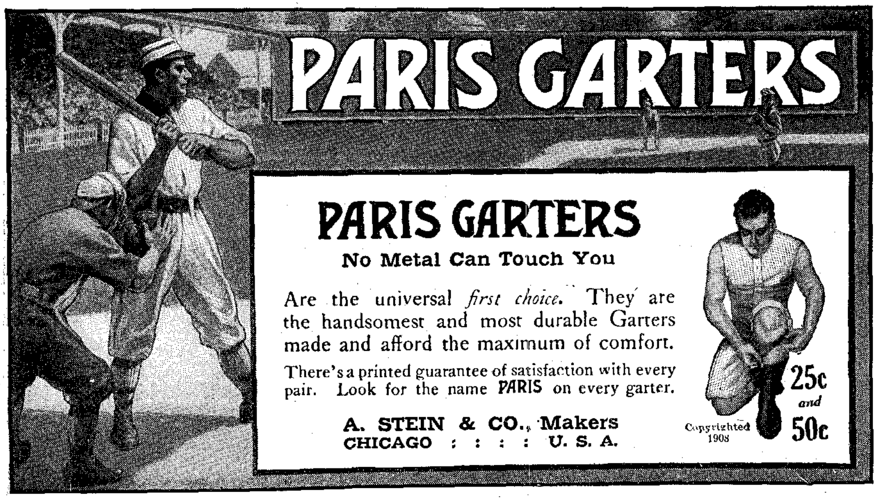
The "Thirty-six" is economical of tires, gasoline and repairs.

For 1912 we continue to build the famous Chalmers "30" and Chalmers "Forty." Last year the "30" sold for $1750, fully equipped. This year, with ventilated fore-doors, magneto, gas lamps, Prest-O-Lite tank, top and windshield—its price is $1500! The 7-passenger "Forty" sells for $2750, fully equipped.

We invite you to see these cars at our dealer's. Ride in them. And remember that back of these cars is Chalmers guarantee.

Let us send you catalogue and dealer's name.

Chalmers Motor Company, Detroit, Mich.



PARIS GARTERS

No Metal Can Touch You

Are the universal *first choice.* They are the handsomest and most durable Garters made and afford the maximum of comfort.

There's a printed guarantee of satisfaction with every pair. Look for the name PARIS on every garter.

A. STEIN & CO., Makers
CHICAGO : : : : U. S. A.

Copyrighted 1908

25c and 50c

It is the air that should support the load, not the tire. The tire is but a container for the air.

"The occasional increased load or burst of speed overstrains; the construction of the tire is weakened, and the final blowout is the result. In order to meet and overcome such conditions, where existing, the makers of Goodrich tires afford car-owners the opportunity to use tires of larger diameter, as well as circumference measurement, without change of rim. While the initial expense of such tires is slightly greater, the ultimate advantage of additional mileage far more than compensates."

TOURING-CARS AT MODERATE COST

What the New York *Evening Post* calls "one of a number of signs of the times," is the announcement "that the makers of a serviceable and well-built automobile will henceforth sell a thirty horse-power touring-car for $950." Other builders of cars, costing between $1,000 and $2,000, are meanwhile "striving to see how far they can reduce the price and at the same time give satisfactory service." The company referred to is said to believe that it can turn out a car for less than $1,000, "because its annual product is now so large that it can give a lower retail price." The writer declares that if this action can be attended by a keeping up of the standard hitherto maintained, it will really mean "another long step forward in popularizing the automobile." He adds:

"From the beginning there have been wastes and extravagances as was but natural in an industry which developed as it were overnight and in ten years became one of the foremost in the country. Enormous commissions were paid to middlemen and still are. Costly buildings for local agencies have been the rage and the advertising charge was very heavy, for the public had to be convinced that it was safe to buy automobiles. Meanwhile, the industry itself has made enormous strides. The car made in 1911 is so far ahead of the 1907 product, even if we take the highest priced automobiles, as to make comparison almost impossible. The makers had to learn as they went along, and they have learned surprizingly well. The newest cars are simpler as to their engines, and far more carefully built. The old idea of selling an engine to last a year has disappeared. Sensible makers have come to realize that durability must be attained even if customers decrease thereby; in the long run, a reputation for good wearing qualities is bound to pay as does a reputation for honest workmanship.

"The normal development should be along the line of the carriage-building industry of the past, which produced a standard carriage or wagon with some improvements, from time to time, of course, but did not find it necessary to label the product with the date of its making. So far as the high-priced automobiles are concerned, they have about reached this stage. They can really offer few additional advantages to differentiate the cars over those of previous years, particularly now that they are all turning to the six-cylinder motor which bids fair to be the standard for high-class touring-cars hereafter. From present indications, it is not likely that the makers of cars of this kind will further reduce their prices; in fact, one of these is raising his this year. It is obvious that there will always be expensive cars precisely as there were expensive carriages. High-priced foreign cars will long find a market. But from the point of view of the public, the question is whether cheap and durable cars under thirty-five horse-power will not speedily be produced within the range of the average man's purse, or of that man's purse who used to keep a horse and buggy.

"The now universal recognition of the fact that the automobile has come to stay, and is an absolute necessity in a thousand different ways, even aside from the commercial automobile field, is also tending to make the industry settle down to permanent conditions and normal standards of cost and efficiency. But the inventor of a practical, solid tire, non-puncturable, has yet to appear. It is said that as many as 20,000 patents on tires have been taken out in the last ten years, but no device has yet appeared which has demonstrated its practicability. Even Mr. George Westinghouse's promised device has not yet appeared on the market. Whoever can solve this problem will be blest both by automobile owners and makers, and not only because of cost, but because he will free automobilists from the ever-haunting fear of a puncture or a blowout to stop them at the most inopportune time—and tire trouble is always inopportune. A fortune awaits the inventor who can render this service, and thus cheapen still further a wonderfully useful vehicle."

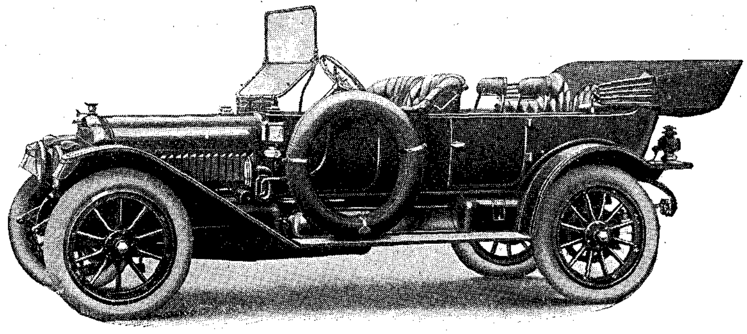
MOTOR-TRUCKS AND HORSES IN HOT WEATHER

The excessive and prolonged spell of heat early in July, with its terrible mortality among horses, has led *The Commercial Vehicle* to collect statistics on the subject from several American cities, chief attention being given to New York. When the hot spell began, it was estimated that there were 140,000 truck horses in New York. Of these 1,200 died from the heat, while thousands more were wind-broken or ruined for hard service. Estimating a good horse as worth $250, the total loss has been set down as $300,000, which, however, is probably excessive as many of the horses that died were of the cheaper and wornout classes. The writer goes on to say:

"The total number of deaths of horses in the week ending July 8, 1911, was nearly 1,000, and the total for the two weeks ending July 15, 1911, was more than 1,700. The total number of deaths of four-footed animals of every description for the two weeks' period was in excess of 25,000.

"Large as are the figures for 1911, they give one little idea of the financial losses which the interruption and disorganization of all kinds of animal transport caused in business and family circles. Where machines were not employed, delivery schedules went to pieces almost from the outset, and especially in those lines in which the hot-weather demands are the greatest. Breweries, ice companies, express services handling summer-travelers' baggage, undertakers, bottled-water dealers, fruit and produce merchants, hospital authorities, were some of those who had a rush of orders on their books and who were at their wit's end to satisfy even the normal demand. The inefficiency of the horsed-vehicle service of the ice companies was the cause of intense and widespread suffering among the residents of Greater New York, especially those living in the outlying districts. Hundreds of tons of ice lay in the barges along the river front, slowly melting, while the unfortunate ice-wagon horses were exhausting their vitality in trying to meet the extraordinary demand. And to the losses caused by the disorganization of business-delivery services must be added the bill for replacement of equipment.

"Assuming that new animal equipment is purchased, the cost will be well up into six figures. One manufacturer of a staple



1912 White Line Complete

WHEREVER an automobile is owned, from one end of our country to the other, the splendid record for performance of the White "30" gasoline car is known. It was the pioneer car of its type in this country, embodying the en bloc system of casting cylinders, and the long-stroke engine—features which make the engine probably the simplest on any market—and the most saving in the use of fuel.

Encouraged by their splendid success with the "30," a year ago the White "40" was brought out, retaining all the characteristic features of the "30." Its success was instantaneous and the almost unlimited possibilities of the White design was conceded on all sides.

A Six-Cylinder "60" White

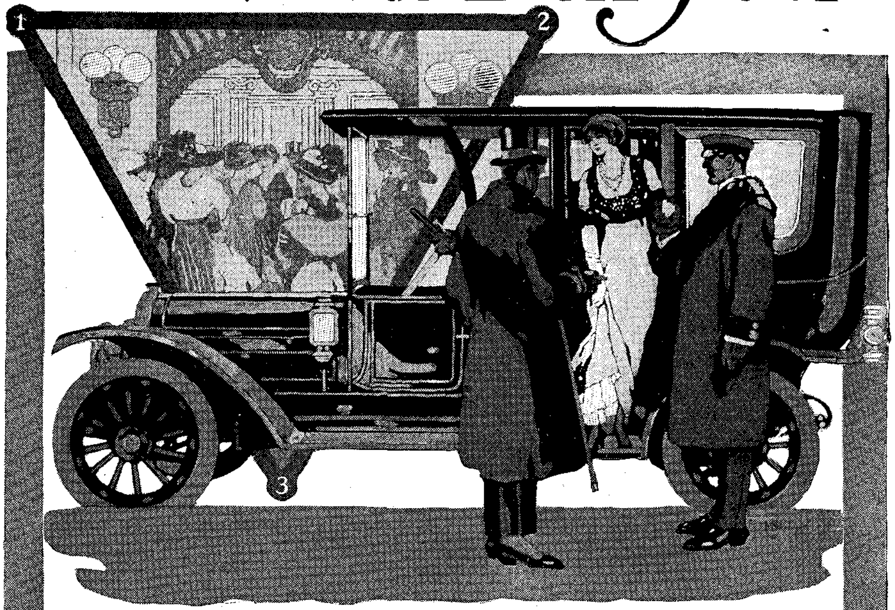
For 1912, to make their line one of the most complete ever presented by one concern, The White Company have produced a Six-Cylinder "60." This car, too, retains all the essential features of the White construction heretofore, and is found to be just as economical to operate proportionately as either the "30" or "40." This car has the almost unlimited power to be expected in a car of this type. Like all White cars, it is built in a most luxurious style, every possible improvement modern engineering science has placed at the disposal of gasoline-engine building being employed to perfect White cars. They are designed and built to give the highest type of results, and they do it.

Let the testimonials of countless owners be the indisputable proof—sent for the asking.

The White Company

812 East 79th Street, Cleveland

Stevens-Duryea



THE SEVENTH YEAR OF SIXES
Closed Cars for 1912

THE quiet, powerful "Unit Power Plant" mounted on the famous Stevens-Duryea "three-point support" adds to the comfort and convenience of these luxurious Closed Cars.

THREE POINT SUPPORT UNIT POWER PLANT

For theatre, shopping and suburban use Stevens-Duryea Limousines, Landaulets and Berlines meet every requirement.

Limousines, Landaulets and Berlines of Model AA six-cylinder 43.8 H.P.

Limousines of Model Y (six) 54.1 H.P. and Model X (four) 36.1 H.P.

Our Advance catalogue for the season of 1912 contains detailed information of Stevens-Duryea Closed and Touring Cars. This book also embodies interesting facts about THE SEVENTH YEAR OF SIXES. *We will be glad to send you a copy on request.*

STEVENS-DURYEA COMPANY, Chicopee Falls, Mass.

THE VEST POCKET
Standard Dictionary
(Abridged from Funk & Wagnalls Standard Dictionary)
Edited by JAMES C. FERNALD, L.H.D.

Besides having the largest and most modern vocabulary, this book contains many valuable features not found in other vest pocket editions.

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FUNK & WAGNALLS CO., Publishers
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Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

"The Home of the Soul"—has that same sweet and sane spirit which was so marked a characteristic of *Charles Wagner's* former book, "The Simple Life," which commended it to so many men prominent in the nation, to learned men, and to the busy every-day reader. If you are one of thousands of persons who are yearning for greater simplicity in life and religion, this new Wagner book should appeal to you. Price $1.20 postpaid.
FUNK & WAGNALLS COMPANY, New York and London.

"3-in-One" is a household oil, lubricating, cleaning, polishing and preventing rust—

Try for oiling sewing machines, clocks, locks, guns, bicycles, etc. Try for cleaning and polishing any furniture; fine pianos, old tables, etc. Try for preventing rust on any metal surface. Trial bottle sent free. 3-IN-ONE OIL CO.
18 Broadway, New York.

commodity in New York alone lost forty horses of a specially valuable breed, valued at $700 apiece—a total of $28,000. A brewery, which has a large local beer trade, lost 38 horses, valued at $500 apiece—a total of $19,000 to be written off the books of this owner. These are merely sample cases; the same story could be told of scores of other large houses engaged in manufacturing, or wholesale or retail trade.

"The other side of the picture must appeal to every one who is possest of any humane instincts whatever. Throughout the deadly period commercial vehicles of every type continued on their work without interruption. The drivers were usually better off than the ordinary man in the street; under the shelter of their vehicle tops they drove along enjoying the current of air produced by the motion of the vehicle, even at times when the velocity of the wind had died away to zero. They were free, too, from anxieties about their equipment which continually harassed the drivers of horse-drawn trucks and wagons. A little speeding up of the machine, and, perhaps, a bad case of overloading now and then, enabled the truck users to take reasonable care of the excessive demands made on their delivery service. Every truck agent and dealer in the city constituted himself a committee of one to assist in every way the service of his customers, and so aid in some measure in the relief of the terrible sufferings of the four-footed motors. Inquiries for, and purchasers of, motor-trucks and wagons were greater than at any time since the depth of last winter. As an interesting instance a branch store in New York sold twelve 3-ton trucks in a single day."

The report from Philadelphia declares that the number of horses that died from the heat was upward of 500, several times that number being temporarily incapacitated. Meanwhile the effect on transportation and delivery service was very serious. The writer declares that "another nail has been driven into the coffin of horse-and-wagon method of transportation." In Boston, 208 horses died, and between 400 and 500 were prostrated; many are believed to have been saved by the action of the Society for the Prevention of Cruelty to Animals, which at emergency stations, on seven of the hottest days, watered over 38,000 horses. In Baltimore the deaths were placed at from 250 to 300; in Pittsburg at nearly 200; and in Buffalo at 100, while 2,000 were prostrated.

A GREAT TRANSCONTINENTAL TRIP

The most notable of trips across the continent was completed early in August by a party of about sixty, who traveled with twelve cars. It had been carefully organized as to all the needs of the trip, including a separate car in which were carried camping-outfits, cooking-utensils, and other supplies. The trip originated in Philadelphia, but the start was made in the surf at Atlantic City. The original itinerary called for a run of forty-seven days, of which fifteen would be spent in sightseeing on the route. The party left Atlantic City on June 26 and arrived in San Francisco early in August, reaching Los Angeles on August 12.

An interesting thing about the cars used is that they were neither specially built for the purpose, nor were they new, one being of a 1909 model and three of 1910 models. All had been used previously for touring purposes. Each car was equipped with an entirely new set of tires, with two extra cases and four extra tubes. A truck in which the camping-outfit and other supplies were carried had for its top a replica of the familiar type of Conestoga wagon used by thousands of pioneer settlers in making their way westward across the continent before the building of transcontinental railways. The camping-outfit included a cot for each person and there were stoves and cooking-utensils adequate to the needs of a large party. Ten cars, besides the pilot-car and the supply truck, completed the trip. Few serious difficulties appear to have been encountered. When Denver was reached, and two-thirds of the entire distance thus covered, the only serious mechanical difficulties had been one broken rear spring and one broken front spring. The average mileage made is given as over 150 per day. Roads in the far Western States, such as Nevada, Utah, and Wyoming, "were not nearly as bad as the motorists were led to expect"—indeed, several of the party were inclined to return home in their cars instead of by rail.

On arrival in Los Angeles a great reception was accorded the party. The cars were run into the surf in the presence of more than two thousand local cars which were gathered within full view of the ceremony, while thousands of spectators assembled on the neighboring piers and hotel piazzas. Some forty of the sixty persons who started on the trip were in the cars when they were driven into the surf. These persons included eight women and two boy scouts. The women are said to have enjoyed the trip quite as much as the men. Besides sleeping under tents in cots, they slept two nights in barns.

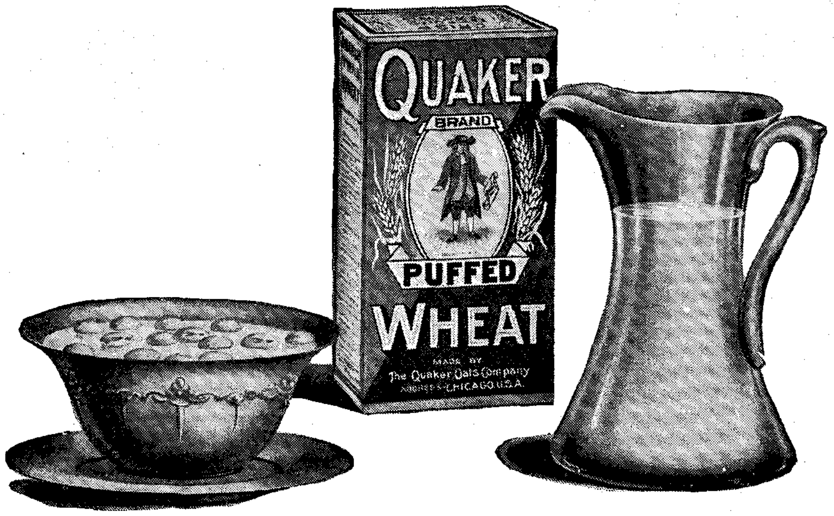
A CAR'S SERVICE OF TWENTY YEARS

The Abbé Gavois contributes to *Motor* an account of a French car built in 1891 and still operated by him in his small Picardy parish of Raineville. The Abbé wrote this account at the request of the editor. He says of the circumstances in which he acquired the car:

"My car came into my possession in 1895, and before that time it was in the hands of Mr. Buxtorff, a manufacturer at Jacquart à Troyes, in Champagne, who had been the owner of it since December, 1891. I am quite sure you will wonder how the idea ever sprang up in the brains of a modest chaplain of those days to long for the possession of a horseless carriage. I must confess it was because I felt the impulse to promote all inventions touching mechanical locomotion. After all, there was also a little atavism in the case. My grandfather made himself famous as a manufacturer of looms and of a certain draw-bench, patented in Paris in 1867. Therefore, led by a certain calling in the same direction as my ancestors, I felt a decided inclination for the motor-car, whose existence I had predicted at the time of the first appearance of the gas-motor.

"In 1893 I visited the first exhibition of motor-cars, organized by *Le Petit Journal*, and I came away highly enthusiastic. I don't think you will understand fully the scope of my enthusiasm if I don't tell you that in those days I was a priest of a hamlet in the Department de la Somme, a place deprived of all means of outside communication.

"Between my sanguine expectations and their realization there was a big gap.



Prof. Anderson's Supper

The Bedtime Meal in Countless Homes Tonight

When Prof. Anderson invented Puffed Wheat and Puffed Rice, he gave you, for one thing, the best foods ever served in milk.

You serve them at breakfast with sugar and cream. Or you mix them with fruit. At dinner the puffed grains are crisps for the soup. Or a nut-like garnish when you serve ice cream.

But the favorite way with children is to serve like crackers in a bowl of milk.

Done by Furnace Heat

These are whole-grain foods—not merely the flour. That adds a great deal to their food value.

In bronze-steel guns they are revolved for an hour in a heat of 550 degrees. Think of that. Boiling heat is 212 degrees.

It is that fierce heat which gives to these grains their enticing nut-like taste. It crisps them through and through. And it makes them twice as digestible as cereals baked or boiled.

The moisture in the grain turns to superheated steam. When the guns are unsealed each grain explodes. The millions of food granules are blasted to pieces.

The grains are puffed to eight times normal size—made four times as porous as bread. Each grain is made up of countless toast-walled cells. Imagine how those crisp, porous, nut-like grains taste when served in milk.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West

Prof. Anderson's object was to make whole grains twice as digestible as ever before. As a result of this heroic process, puffed grains yield every whit of their food value. These are scientific foods.

But, with the first taste, that fact is forgotten. People eat these foods because they delight in them.

Five Meals Daily

Dr. Woods Hutchinson says that children should be given five meals every day. Food alone makes them grow.

For the extra meals give them something digestible, of maximum food value and surpassingly good. Give them whole grains of wheat or rice, made nut-like in a furnace heat, blasted to porous crispness. And serve them in milk.

During hot weather people have eaten a hundred million dishes of Puffed Wheat and Puffed Rice.

The Quaker Oats Company
Sole Makers—Chicago

(199)

Never Wears Out

When you buy your car be sure to look beyond the mere article

LOOK up the concern back of it—its standing, reputation, size and business dealings—that is the guarantee that makes you safe.

For over half a century the name Corbin has stood for the best—whether locks, hardware or automobiles.

Behind every Corbin Car is a world-wide reputation. When you buy a Corbin you get a car produced in one of the best equipped and most thorough plants in the country.

A car made of strongest materials by skilled workmen who are their own severest critics.

A car that will give you dependable service and prove the cheapest and most economical by far in the end.

A car that is built expressly for every day, steady, hard use. Easy to get at operating parts—large roomy seats—upholstered in the best quality of leather—a car of elegance and beauty—combined with durability and exceptional wearing qualities.

It isn't the first cost that should influence you altogether—it is the cost of maintenance that proves both the economy and worth of an automobile.

The actual performance of Corbin Cars in the hands of owners is one of the best guides to follow in your purchase. What it costs to run—the up-keep—is the real test.

Good reports are coming in from Corbin owners from all parts of the United States. They reflect the kind of material, the stability, the satisfactory running qualities, the perfectness of the Corbin Car, which is still further proof of superior value and consequently a car that will give lasting service and satisfaction.

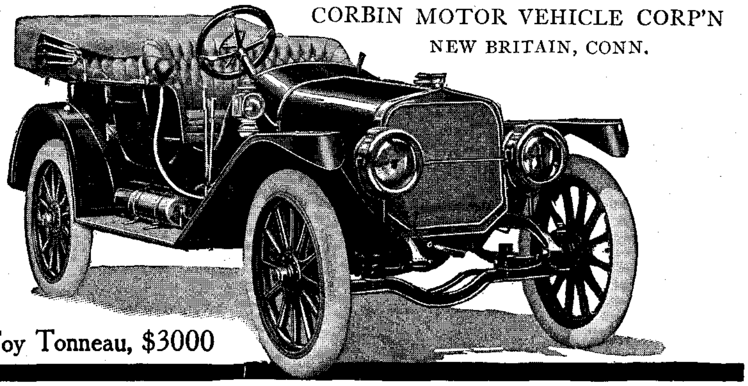
1912 five-passenger model "30" Corbin Touring car $2000.

1912 model "30" Corbin two-passenger Roadster $2000.

¶Write today for our beautifully illustrated catalogue showing all models, including our 40 for $3000.

CORBIN MOTOR VEHICLE CORP'N
NEW BRITAIN, CONN.

"New England Quality"



Model "40" Toy Tonneau, $3000

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No where else in the U. S. can you obtain higher rates of interest with less risk than in this great, prosperous western country.

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Principal and interest secured by the total assets of the corporation, amounting to over fourteen million dollars.

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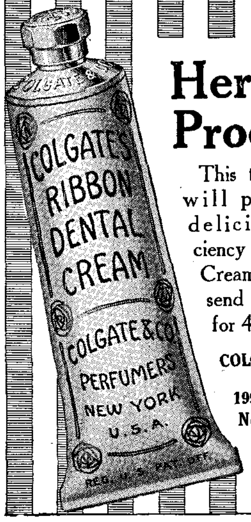


Here is Proof—

This trial tube will prove the delicious efficiency of Ribbon Cream. Let us send it to you for 4 cents.

COLGATE & CO.
Dept. Y.
199 Fulton St.
New York City

One had to pay three to four thousand francs in order to get possession of one of the plainest cars on exhibition, and that without any guaranty or proof they were worth the money. This being the case, I had to depend more on circumstances than the capacity of my purse. In 1894, the firm of Panhard discovered for me a suitable carriage and opened relations for me with Mr. Buxtorff, who offered me his car for 3,000 francs, the same price he had paid for it. His offer, however, included all improvements he had made and also a top or sunshade and an extra seat. It occurred to me that this price was too high, and even when Mr. Buxtorff came down to 2,800 francs, I believed it was too much for a carriage with only two seats and a double-cylinder, V-shaped motor of two horse-power.

"A year passed by without any further negotiations. Anxious as I was to purchase the motor-car at a reasonable price, I entrusted my vexation to St. Anthony of Padus, patron of the anxious of all kinds. I should like to bet you did not expect to hear of him in connection with this matter. Be that as it may, he did play a part in it. Just listen! At the end of a nine-days' worship in his honor, exactly a year after the break in our negotiations, there came an unexpected letter from Mr. Buxtorff, who offered me his carriage for 1,800 francs. Offered at such a moderate price at such a peculiar time, I decided to accept the proposal without hesitating, as I considered it to be a providential indication."

THE TRANSCONTINENTAL TRUCK TRIP

The journey across the continent of the five-ton motor-truck, already referred to in this department, was completed in New York on August 2, the distance covered having been about 5,000 miles. The truck was escorted into the city by fifteen other trucks which had gone out to meet it. The makers of this truck have drawn up a statement of conclusions as to the trip, from which the following is taken:

"It can not be doubted that the development of power vehicles for carrying heavy loads, and for lighter express service as well, has been retarded in this country—which is far behind Europe in this respect—by the feeling that American highways were so inferior to the Continental roads that it would be impossible to use motor-trucks economically here as has for some time been done abroad. It was with the intention of correcting this idea once and for all time that the Saurer 'Pioneer Freighter' assumed the most difficult test to be made of a heavy car—that of carrying across the United States a three-and-a-half-ton load at a time of year when the conditions of travel are anything but the most favorable.

"It has been made evident, for one thing, by the ocean-to-ocean run, that there is a field for the motor-truck as successor to the horse-drawn stage for transportation of both passengers and goods, and that where railways and other common carriers can not operate profitably in sparsely settled regions power vehicles may be the means of building up the territory. Altho the 'Pioneer Freighter' proved that it was possible for a motor-truck to carry even a heavy freight load across country—part of the way the Saurer ran through the open prairie where there was no road at all—it is evident that in the present stage of road development, at any rate, the motor-truck can not do this work over long distances with as great dispatch and economy as can the common carriers. For short-distance freight hauling, however, the matter lies all the other way, for a good motor-truck can cover a moderate trip, including loading and unloading, in less time than it takes a shipper to get a freight car—to say nothing of the time it takes the freight car to move. And when there is railway congestion, particularly as during the crop-moving period, this means a large saving of expense and often of loss of perishable goods.

"Even a far-traveled automobilist can have little idea of the difficulties encountered by a big truck car, even tho very powerful and, for its size, light, in traversing the variety of roads between the coasts. The load carried by the 'Pioneer Freighter' consisted of camp equipment and timbers for shoring up bridges and making mud-holes passable. The car also carried a powerful winch, operated by the regular motor, with which it hauled itself out of some of the bad spots. But with the tremendous racking and straining involved in such progress, the mechanism and the chassis structure came through unharmed except for the breaking of two leaves in a spring when the car struck an unseen road obstacle in the dark.

"One of the interesting and remarkable details of the trip was the way in which the tires stood their work. The 'Freighter' came into New York with the original set of tires throughout—Goodrich Wireless Motor Truck Tires, those on the rear wheels being dual. There was no tendency of the soft-rubber portion of the tire to loosen and break away, nor was there any shredding or grinding, tho many miles of the route were over dry and boulder-covered creek bottoms, while in many places the Saurer was run for a mile or more on the sleepers of steam railways in lieu of a better road."

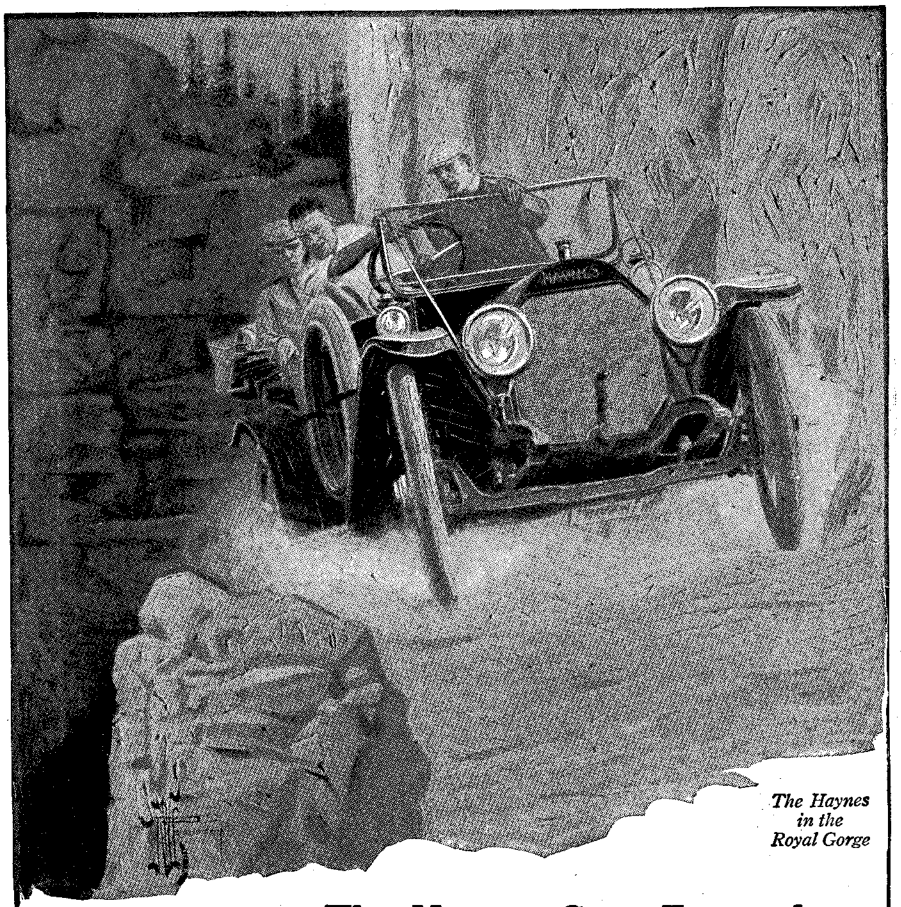
THE OUTPUT NEXT YEAR

Benjamin Briscoe, president of one of the largest manufacturing concerns in the country, recently estimated that in 1912 the total number of cars manufactured, exclusive of trucks, would be not less than 210,000. This year the total was 140,000. Mr. Briscoe made his statement "after careful consideration of the reports received from various parts of the country, and as a result of discussions with branch managers." The record year in production thus far has been 1910, when 186,000 cars were produced at an average price of $1,533. Mr. Briscoe estimates that the average price for 1912 will be about $1,100, the number of cars selling at $1,000 or less being much greater than in any former year. Of the 210,000 cars produced in 1912 he believes that 60 per cent. will be used for utility purposes,—that is, by physicians, farmers, contractors, salesmen, etc. The farmer "is becoming more and more a factor in our prosperity." He believes they will continue to buy cars "in greater quantities than ever before."

THE BAGGAGE FOR A TOUR

A writer in *Motor Age*, after much personal experience, sets forth suggestions as to how to carry baggage with comfort on a motor tour, and how much to carry. For a tour of one or two weeks, a party of four should, for its own comfort, get along with two suit cases, and these can be carried in the front seat. There is always plenty of room for two cases in that place in the ordinary touring-car. Other suggestions are given as follows:

"Before starting on a tour get a rug—it will cost $1 or $1.50—to hang over the coat-rail on the back of the front seat and reach down to the car floor, so that the suit cases will not scratch the paint on



The Haynes in the Royal Gorge

The Haynes Goes Everywhere

AND the best part of it is that ever since 1893 the Haynes has been going everywhere that any automobile could go. Eighteen years of the history of automobiling are built into the 1912 Haynes. This means a whole lot to you who are considering the buying of your first automobile this year, or the buying of another to take the place of the old one that is worn out or isn't good enough.

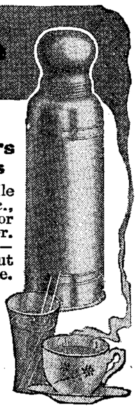
This eighteenth year of the Haynes car is a year of triumph for the pioneer American builder of automobiles. Last year automobile experts, and the public as a whole, declared the Haynes had reached the limit of quality production at a $2100 price. It was hard to figure how any more automobile worth could be put into a car at the price of the splendid 1911 model, but there *is more* in the 1912 Haynes, and the price remains $2100.

The 1912 Haynes is not radically different from its recent predecessors. It is not radically better, but it does represent more all-'round value than *anybody* has ever before been able to put into a car selling at the Haynes price.

The 1912 Haynes is a bigger car—120-inch wheel base; it's a roomier car—wider rear seat and more depth both in the tonneau and in front; it's a more powerful car—the 4½x5½ motor gives forty to forty-five horse power; it's a safer car—larger brakes give one square inch of braking surface to every thirteen pounds of car, and it is a snappier, more stylish car—the whole car is finished in black with seventeen hand-rubbed coats of paint, and the trimmings are of black enamel and nickel

The 1912 Haynes is now ready for delivery. You can see the new models at our branches and agencies, or we will send you a catalogue and name of dealer nearest you. The line is complete, meeting every demand—5-passenger Touring, 40 h. p., $2100; 4-passenger, 40 h. p., Close-Couple, $2100; Colonial Coupe, 40 h. p., $2450; 7-passenger Touring, 50-60 h. p., $3000; 4-passenger Close-Couple, 50-60 h. p., $3000; Model 21 Limousine, 40 h. p., $2750; Model Y Limousine, 50-60 h. p., $3800. Complete regular equipment for all models is of the very highest class. Provision is made for the installation of electric lighting equipment at nominal cost. Address

HAYNES AUTOMOBILE COMPANY, Dept. D, Kokomo, Indiana
NEW YORK, 1715 Broadway **CHICAGO, 1702 Michigan Avenue**



ICY-HOT

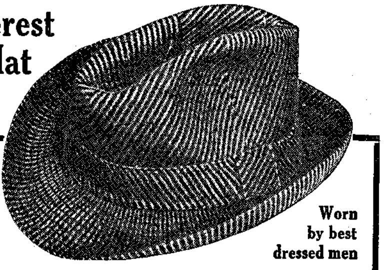
The Bottle That Keeps Hot Liquids Hot 24 Hours Cold Liquids Cold 3 Days

You can have hot or cold drinks while traveling, fishing, hunting, motoring, etc., keep warm milk for baby, cold water for child or invalid at bedside without bother. *Icy-Hot Jars*—one and two quarts—keep stews, vegetables, etc., hot without fire—desserts or ice cream cold without ice.

Many New Exclusive Features

Pints, $1.00 up; quarts, $2.50 up. See at dealers—look for name ***Icy-Hot*** —write for book.

ICY-HOT BOTTLE CO.
Dept. D, **Cincinnati, O.**



Cleverest Fall Hat $2

New English Cloth Alpine

Worn by best dressed men

sold by metropolitan hatters for $3, we sell American made for $2, expressage paid. *Looks* right, *fits* right, *feels* right. You want this hat because it's different. Proper for all occasions. Up-to-date colors—light gray striped, dark gray striped, brown striped. Dark gray rough Cloth, medium brown rough Cloth. Finest cloths—silk-serge lined; crown and brim heavy silk stitched: band and bow same cloth as hat. Money back if you don't like it. Pin a $2 bill to an order and *mail it NOW*. Send for our new Fall Style Book of Hats and Caps FREE.
FRENCH POCKET HAT CO., 52 S. 8th St., Philadelphia, Pa.

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Serviceable yet ornate. Your office or home needs them. Dust Shield makes them dust proof. Patent Equalizer guides and controls Easy operating door.

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Are made in 26 styles for every commercial requirement. Build on one or two sections as needed. Greatest capacity in smallest space. All Quartered Golden Oak or Birch Mahogany.

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Instantaneous Reference to any Paper Solid Oak, Roller Bearings

Possesses every feature required of any file. Lever Locking Compressor Blocks hold papers on edge for quick reference.

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You can't get *better service* no matter how much more you pay. Get large colored cut.

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Your letters, orders, records, etc. stand "At Attention" in these files. Reference is immediate.

Beautifully flaked Quartered Oak front and top. Sides and back handsomely panelled. Dust Proof Drawers held horizontal on Double Roller Bearing Support.

Capacity 20,000 Letters

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Cabinets of less capacity at lower prices. Cut below shows variety of styles.

FREE "FILING SUGGESTIONS"

This booklet helps solve filing problems. Assists in your selecting equipment from **Catalog "D"**—64 pages helpful office accessories, 4 lines filing devices. **Catalog "E"**—2 complete lines Sectional Bookcases—handsome, inexpensive.

* FREIGHT PAID at prices quoted above to any Ry. Station *East of* Mont., Wyo., Colo., Okla. and Tex. Consistently low prices beyond.

See your dealer or write

The Weis Manufacturing Company

56 Union St., Monroe, Mich.

New York Office—108 Fulton St.

the back of the seat. Besides this, do not start out without a strap by which the suit cases can be kept in place, otherwise they will get out of position and be falling on the feet of the rear-seat or tonneau passengers. An ordinary strap about 5 feet long and 1½ inches wide will do. It should have a buckle on each end. Buckle one end around the robe-rail and then run the strap through the handles of the suit cases and buckle the other end around the foot-rail of the tonneau. This is a simple arrangement, but will make the trip a comfort from start to finish so far as the baggage is concerned.

"Raincoats and overcoats always should be carried over the robe-rail on the back of the front seat. Put the overcoats on first. Fold them neatly and hang them over the rail before the baggage, that is the suit cases, is put in place. Fold the raincoats and lay them over the overcoats, sweaters, and whatever other coats are needed. With these coats in place, place the suit cases against them so that with the wind and air currents the raincoats can not flop out of position. There is nothing more annoying to a tonneau passenger than to have the tail or arm of a raincoat flapping in his face with the car running 25 or 30 miles per hour.

"With women tourists it is a great mistake not to carry the veils and goggles and extra gloves in the door pockets. Many start out with these necessaries in the pockets of the coats, and hang the coats on the robe-rail. When goggles are needed it upsets all of the coats to reach the pockets where the goggles are stored. The same applies to gloves, veils, etc. It is one of the disturbing features of a tour to have the baggage upset before ten miles have been covered in order to get a different pair of gloves or another pair of goggles.

"Many drivers are nightmares to the other passengers, because they do not use any judgment in arranging the tour in these little respects. They have hardly started until matches are needed, and perhaps they are in the pocket of an overcoat that is snugly stowed away. Then the goggles are in some other out-of-the-way place, and more disturbing of baggage is necessary. Before getting into a car for a day's tour each passenger should go over in his or her mind everything that might be needed in case of a sudden rain or any other incidental stop, and these necessaries should be placed where they can be conveniently reached without disturbing the main baggage."

THE SLEEVE-VALVE TYPE OF MOTOR

Gas-engine experts assert that a sleeve-valve type of motor, known as Knight's, which was recently introduced into this country, is destined to revolutionize automobile-engine construction. This motor has for some time been used in the manufacture of four prominent cars in England, Germany, France, and Belgium. More recently three leading American manufacturers have taken it up. *Motor* says the great difference between this engine and others lies in the valve construction:

"Instead of ordinary or 'poppet' valves (actuated by a cam and spring), the Knight engine uses 'sleeves.' These consist of two cylindrical shells of iron, fitting inside the cylinder casting, the inner one forming the inner wall of the cylinder proper. These sleeves work slowly up and down, and as they pass each other the openings in the sides meet and form unrestricted passages for the entrance and egress of the gases."

The motion of the sleeves is produced by connecting-rods from an eccentric shaft, in

Paint it Now

Don't postpone it longer. Winter will soon drive the painter indoors, yet in winter the protection of paint is needed most.

A shabby house looks its worst when summer foliage is gone, and it will get shabbier all through the winter, as moisture penetrates and freezes, and melts and freezes again, spreading old cracks wider and opening many new ones.

Paint will cover rotting wood but cannot replace it. Paint in time and **prevent** decay. Lumber costs too much these days to be allowed to perish for lack of paint.

CARTER

Strictly Pure

White Lead

"The Lead with the Spread"

and pure linseed oil, when mixed by an experienced painter to suit the conditions of surface, climate and exposure, is the one best paint to withstand extremes of temperature. It penetrates and fills every pore; it is elastic, and shrinks and expands with the wood it covers and never lets go; it gives the maximum of service and beauty at the minimum of cost.

At your dealers you will probably find that pure Carter White Lead paint will cost less **by the gallon** than you expect. If paint materials are higher next spring you will save by painting now; and if lower, there can scarcely be sufficient decline to cover the increased quantity of paint which will be required then to satisfy the more porous, unprotected surface.

Send for our free book "Pure Paint." It will give you trustworthy information about house painting and the color plates with it will be very helpful in selecting a stylish color scheme.

Carter White Lead Company

12067 So. Peoria St., Chicago, Ill.

Factories: Chicago—Omaha.

The Standard Dictionary has received all kinds of honor medals and prizes from expositions, governments and educational institutions.

Three Custom Shirts for $5.00

I will make for you Made from your own measure

My Fall line of Shirtings is now complete, composing fine Madras, Oxfords, Cheviots, Percales, and Flannels.

175 samples to select from

If the Shirts are not satisfactory, I will return your money.

Send for clippings and self-measuring blanks. Also my Men's Furnishing Catalogue, which contains a diagram showing how to tie various styles of men's Cravats.

Expressage prepaid on all shipments.

References: Any National Bank in Troy.

C. G. CLEMINSHAW

289 River Street, Troy, N. Y.

much the same manner as the slide-valves of a steam-engine. It is estimated that this device eliminates about one-third of the parts used in an ordinary four-cycle car engine. Moreover, "because of this valve construction a great deal of trouble is eliminated." The valves "never need grinding, nor can they carbonize." They do not have a tendency "to lose compression," and "they are positively controlled; *i.e.*, their action is in no way dependent upon springs or cams." Carbureter action is also simplified. There being no leakages, or changes in valve-timing conditions, carbureter readjustments due to these causes are obviated. *Motor* adds that "While the Knight construction is silent and vibrationless, these qualities are the least of the notable features of this engine. Probably the most noteworthy is power."

In an American car which is to use the new motor, the engine bore and stroke is 4¼ x 5½ (4 cylinders), which, according to the Society of Automobile Engineers' rating, would develop 28.9 horse-power. The manufacturers, however, guarantee more than 43 horse-power.

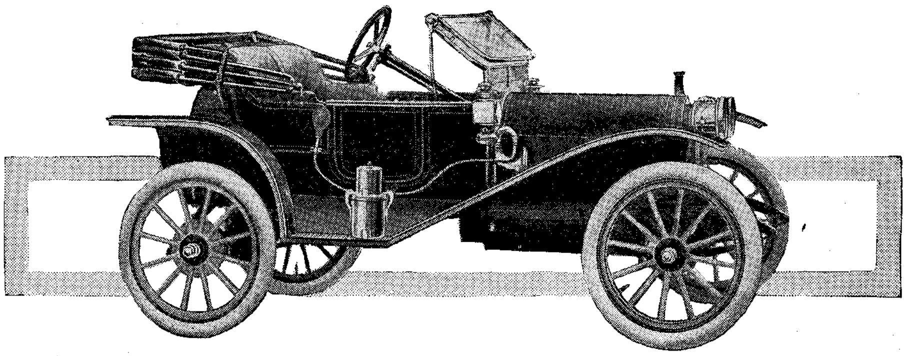
After the adoption of this motor by a leading British manufacturer, a test was made of it under the supervision of the Royal Automobile Club, some of the most distinguished engineers in England taking part. For 5½ days (132 hours), two motors, one of 38.4 horse-power, the other 22.8 (R. A. C. rating), were run under load at respectively 1,200 and 1,400 revolutions. The 38-horse-power motor developed continuously 54 horse-power, the 22-horse-power developing 38 horse-power. Neither motor stopt for an instant, nor experienced the slightest trouble. Both developed more than 30 per cent. in excess of their rating every minute of the test. After this test both engines were put back into cars, run to the Brooklands Track, and driven continuously for four days and nights 500 miles per day without trouble. The 2,000 miles were completed at an average speed of 42 miles per hour. At the end of the second test both engines were put back on the testing block and developed greater horse-power than on the first trial.

Charles T. Knight, the inventor of this motor, is a native of Chicago. He brought out his first motor in 1896. Engineers of that time received his radical departure with scant interest and extreme skepticism. He was unable to interest any American manufacturer. Undiscouraged, he took his motor to England, where he found men to listen to his story, and test and compare its performances with those of their own motors. The tests were continued successfully for more than a year. The Englishmen then acknowledged the superiority of the motor over their own and adopted it on their cars. The French, German, and Belgian makers, and now American makers, have since followed the English firms.

MOTOR-TRUCK FOR A BANANA PLANTATION

An example of the opportunities for development in the export trade in motor-trucks is found in the use that has been made of a gas-motor truck on a Jamaica plantation. *The Commercial Vehicle* says of it:

"This truck is the subject of a report made by United States Consul Julius D.



Its third year — and Hupmobile demand unabated

Runabout—$750 F. O. B. Detroit

Equipment includes top, windshield, gas lamps and generator, three oil lamps, tools and horn. All types have 20 H. P., 4 cylinder motor, sliding gear transmission, Bosch magneto. Coupe, $1100; Torpedo, $850

Runabout Fully Equipped **$750** *F. O. B. Detroit*

Hupmobile

GUARANTEED FOR LIFE

Touring Car Fully Equipped **$900** *F. O. B. Detroit*

Now, in its third year—amid a bewildering distraction of new models and new prices—the Hupmobile is bought as eagerly as it was in its first season.

Then it was a sensational novelty—a car unheard of at a price unheard of.

Today its place is firmly fixed. Its hold has grown stronger and stronger upon those level-headed buyers who always ask and always get the most for their money.

Hupmobile demand has been steady and consistent through two seasons and well into its third.

Public confidence was gained at the outset, and has been held through the keeping of faith and the giving of generous value.

For weeks our factory has been under the supreme test of working day and night in order to produce cars rapidly enough to keep pace with the volume of orders.

The Hupmobile occupies this unique position because it has been true to itself and true to the people.

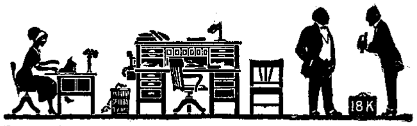
It has gone on being better and better until now — with more than $100 added in improvements and almost as much more in equipment—it is as extraordinary a car as it was three seasons ago.

At this time we wish to call attention particularly to the Hupmobile Coupe —which has been aptly termed a "baby grand limousine."

It has gone a long way towards displacing the old idea that an enclosed car is restricted to town use.

It was only recently that three residents of Elgin, Ill., toured in a Hupmobile Coupe from Chicago to Minneapolis, via Mankato, Minn.—more than 500 miles — without trouble of any sort and showing an average of 25 miles per gallon of gasoline over country roads and hills. Last November a physician of Hammond, Ind., drove his coupe home from the factory in Detroit.

Hupp Motor Car Co., 1243 Jefferson Ave., Detroit, Michigan



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1 Box (100 sheets) "18 K" Carbon Paper $3.00
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Sent Prepaid. Not more than one shipment to one address at this price. "18 KARAT" products are famous for durability and neatness. Here is a chance to learn how good they are Give name of machine, color of ribbon and carbon you want, and send $2 today by registered letter or money order. Your money back if you aren't satisfied.

18 K 18 K

ANGLO-AMERICAN CARBON CO., Mfrs.
41 Cortlandt Street, New York City.
Agencies in Principal Cities.

Wanted—man in every town
to handle our Complete Line of Carbon and Ribbon Products.
Large Profits.

BONDS Accepted by the U. S. Government as security for

Postal Savings Bank Deposits

are the only class we offer. Instead of the 2% the Postal Banks pay these Bonds will yield from **4½% to 4¾%**

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New First Nat'l Bank, Dept. C-1 Columbus, O.

50 ENGRAVED CARDS OF YOUR NAME $1.25
COPPER PLATE, IN CORRECT SCRIPT
THE QUALITY MUST PLEASE YOU OR YOUR MONEY REFUNDED
SAMPLE CARDS OR WEDDING INVITATIONS UPON REQUEST

SOCIAL STATIONERS **HOSKINS** PHILA.
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Dreher, of Porto Antonio, who writes that he interviewed each of the managers of the four local fruit companies with regard to the use of motor-trucks in the banana business, and especially with respect to an experiment being carried out with a truck of British manufacture. 'No one of the four knew that there was about to be made an experiment with an American motor-truck,' writes Consul Dreher, 'but on yesterday a member of one of these companies, who resides in the adjoining parish of St. Mary, returned from a visit to Baltimore, bringing with him to be tested a truck . . . of 50 horse-power, with a capacity of 3 tons. An agent of the manufacturers and a chauffeur came with the machine to make the test of its suitability for use on a banana plantation.'. . . . . .

"A still later report from Consul Dreher reads: 'Through letters from the American consular agent at Port Maria, and from a prominent exporting firm at that place, I am informed that the American machine to which reference was made in a previous dispatch has done its work very successfully in the parish of St. Mary, and that the agent of the company will soon return to the United States to bring down two more motor-trucks for hauling bananas.'"

THE BEST ROUTE TO THE PACIFIC

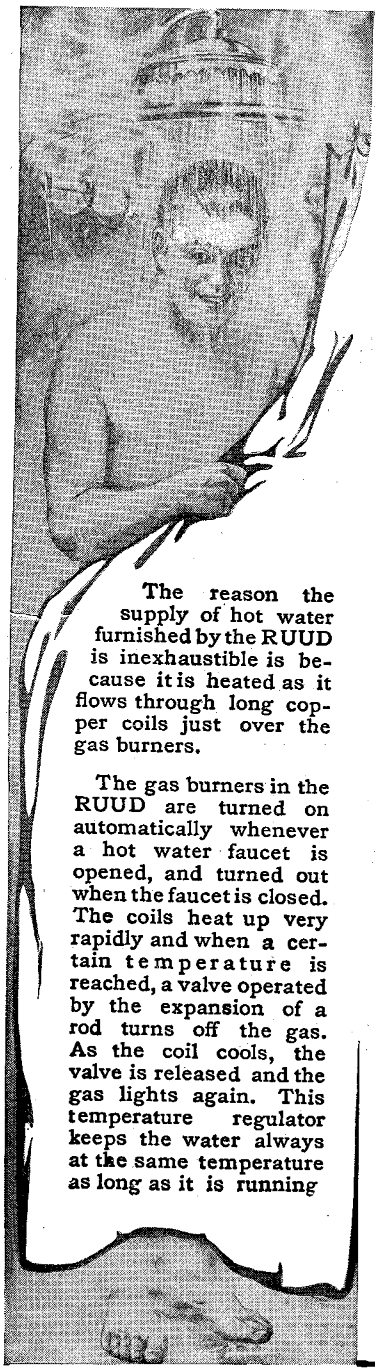
Motor Age prints an article by J. W. Murdock, outlining what he regards as the best route for a trip across the continent. Mr. Murdock has the distinction of being the first owner of a car who personally drove his car from the Pacific to the Atlantic, carrying with him his family. He left Los Angeles in April, 1908, and arrived in New York in May, covering the distance of 3,693 miles in 32 days, 5 hours, and 25 minutes. This is said still to be a transcontinental record for a continuous run of the same car and driver. Inasmuch as Mr. Murdock rested on two Sundays and two week-days, his actual running time was 25 days, 5 hours, 25 minutes. He prints with his article in *Motor Age* a map of his route, which shows the following points on the route: Los Angeles, San Bernardino, Goldfield (Nev.), Montello, Ogden, Cheyenne, North Platte, Omaha, Grand Rapids, Chicago, Cleveland, Pittsburg, Philadelphia, New York.

When Mr. Murdock arrived in New York on his trip in 1908, he remarked that within a few years such trips would be frequent. He now understands that in the past summer six cars on one day were seen to pass through Evanston in Wyoming, all making transcontinental trips. The best season in which to make this trip, he says, is the early summer, beginning in May, because that is the best time in which to cross the desert, which later becomes hot and sandy. Mr. Murdock fortifies his opinion as to the best route by quoting L. L. Whitman, "that greatest of all transcontinentalists," who, after a close study of all routes, favors the one here outlined.

She Knew.—"What's that you have in your hand?" asked Mrs. Gimlet, of her husband, as he brought home a roll of manuscript.

"Brains, madam," retorted Mr. Gimlet, pompously. "Are you surprized at the fact?"

"Not in the least," she replied. "I knew you didn't carry them in your head."—*Tit Bits.*



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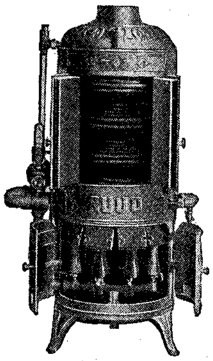

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PERSONAL GLIMPSES

NEW YORK'S NEW STATE FIRE MARSHAL

"THE bravest man in the world," is the sweeping way a former comrade publicly characterized the newly appointed New York State Fire Marshal, Thomas J. Ahearn, a few days ago. And it is well that he did, says an equally superlative writer in the New York *Times*, "as a braver man never lived, nor will." Ahearn was fighting fires at a time when Chief Bonner was in command, and Bonner always maintained that Ahearn was the best and bravest fireman the force had ever known. If it hadn't been that Ahearn was attempting an impossible task, he might not have been partially deaf to-day—and he surely would have stood at the head of the New York Fire Department. But Ahearn was always attempting the impossible, we read, and was trying it at a Rivington Street fire a few years ago. That fire almost cost his life and we are told this by the driver of Ahearn's engine, an old friend and true. "Yes," he says,

"There was this fire in Rivington Street. Houston Street engine got there first, and then we came. It was a regular tenement house, with flats five or six rooms deep. Just as we jumped out of the wagon a man fell on Ahearn, clinging to him like he was going mad.

"'My child's in there,' he said. 'Get my child out, for God's sake.'

"Flames were shooting out of the front window of the first flat. Ahearn, he looked up, and he pointed to the window where the flames were coming out and he said, 'In there?' The man said, 'Yes, go and save my child, for God's sake,' and kept clinging to him.

"Now, Ahearn was Chief of the battalion. He looked up and saw the fire coming out of that window, and he didn't send any of his men. He went himself. He rushed into that hallway, and I give you my word there wasn't a drop of water being played on it when he went.

"He got in the back door and began to look for the child. He had to crawl along, and he went into every room in that place except the first room. He was just going into that when the glass door broke and a sheet of flame came right out at him.

"That was pretty near the end of Ahearn, but he turned and he staggered back to the door he came in through.

"It was locked.

"You see, the heat had sprung the lock on him, and there he was. Just as much shut up in that place as a prisoner in jail and the fire coming after him. He just had strength enough to kick in the panel of the door, and then he fell.

"The hose was turned on now and the men were going up. I remember the second when one of the men fell over a rubber boot and stopt to touch it, and said, 'Boys, there's a man here.' The boot stuck out from the broken panel, and Ahearn was inside the room being roasted.

"Well, we broke the door down and we

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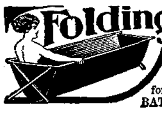

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got him, me helping to carry him. They said, 'Where's the ambulance?' but it had not come yet, and I said, 'Put him in the wagon.' We propt him up as well as we could and took him to Gouverneur Hospital.

"It was thirteen months before he was out again. They kept a fireman at his bedside day and night to bring word to the Chief of any change in his condition, and what I saw in that hospital—for I was the fireman who stayed with him nights—you would hardly believe. I can hardly bear to think of it now what that man suffered.

"It was weeks before he could speak. We were trying to save his eyesight, and there was a big block of ice there and two nurses always working over his eyes. I spread the eye-pads over the blocks of ice, and the nurses would take them up and put them on each eye and leave them there for only half a second, so that it kept the three of us working all the time.

"Well, one day, after we had been doing that for weeks, he moved a little and the doctor loosened the bandage around his mouth and ear a little and leaned over and said, 'Can you speak, Chief?' and Ahearn said, 'I see the pencil.'

"The pencil was in the doctor's pocket, and that meant he was going to have his eyesight anyway, but he never supposed he would hear again, even after we found he was going to live.

"Every hair had been burned off his head and every part of his cap except the iron rim around the top, which had fallen down around his neck. He was out of his mind for weeks and weeks, and when he came to himself again it was me who spoke to him first.

"I saw he was trying to speak and leaned over and put my ear down. His brother, Senator Ahearn, was in the room at the time. The Chief said to me, 'Did they get the child?'

"His brother said, 'Tell him yes.'

"So I said 'Yes,' and he said 'Thank God.'

"But there wasn't any child there at all, you know. It was on the street the whole time. The father had made a mistake about it."

Ahearn first distinguished himself, however, in 1891, when he received the much-sought-after Bennett medal. We read:

"There was a fire in the gas house at the foot of Fourteenth Street, and the whole thing was expected to blow up at any minute.

"All of a sudden the cry went up, 'There's a man pinned down in there,' and Ahearn said, 'Where?' and as soon as they pointed he was flat on his face crawling to the spot, going to sure death, it looked to us. He got at his man and pried him loose and brought him back with the flames almost licking his back and everybody thinking that there would be a big explosion any second that would blow them to atoms."

But the number of times that Ahearn proved his courage after that are almost beyond belief:

"For instance, at the School of Instruction once there was a man named Mehan going up a scaling-ladder with Ahearn, and he slipt and fell off the ladder. It was

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quick work to catch him and a good chance that Ahearn would lose his balance doing it. But he managed it. I was at the top, and I can see 'em now. Ahearn gripping the man and the man looking up at him and saying, 'Don't drop me—don't drop me.'

"There was another time, to show you how little he cared for danger. It was at the Lehn & Fink fire in William Street. That was a chemical house, and it was an awful blaze. The chemicals were exploding, and the center of the building had fallen in. I had risen then, but Ahearn came to me and said, 'I believe we can go to the top of this building.' You know—the old feeling of wanting to be together on a risky job.

"Well, we had a little lamp, and it looked about the smallest thing in the world in the middle of that smoke, and we went up five stories. Of course, Ahearn didn't know whether there was going to be another explosion or not, or whether the whole thing was going to fall in or not.

"When we got to the top he began crawling out to the edge of the big hole in the center, and I said, cheeky like, as we were old friends, 'There's no need of doing that, Chief; come back out of there!' But he made his inspection of the building before he crawled back. It was an awful risky thing to do.

"When they saw his light up there, other people came up. But is was always Ahearn led the way, anyhow. You'd go with him where he went and think it an honor and forget that you might not live to get back."

And what is more, Ahearn, we read, was always more than good to his men and those under him:

"He'd never call a fellow down in public if he could help it. It was a touch on the shoulder, and 'I'd like to see you in the office.' He'd never embarrass any one who was trying—the most considerate man I ever knew.

"It was just that made a lot of work for him. Men used to come to him with their troubles, you know. Many a family quarrel was patched up in Ahearn's engine house. The women came, too, when their men were going a bit wrong and gave the Chief a hint, and he'd brace 'em up and get 'em straight again."

THE REAL DANIEL QUILP

Were the characters of Dickens merely caricatures or true things of flesh and blood? This question is revived by the near centenary of the novelist. Neither side is lacking supporters, and Gerald Carlton, in a letter to the New York *Times*, tells why "at least one" of the Dickens "clan" can not be anything else than real. Carlton was in London in '74, engaged in newspaper work, and there was so fortunate as to meet a Mr. Haley, who had known Dickens well. The question of caricature or reality was common even then, and Haley's pet subject was the "ferocious" *Daniel Quilp* of "The

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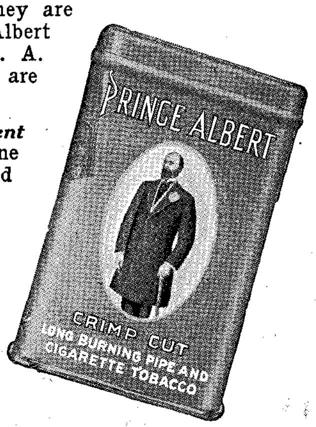

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Old Curiosity Shop." And this paragraph or two will explain why:

"In respect to *Daniel Quilp*," Mr. Haley explained, "I can tell you now that he was no caricature, but a flesh-and-blood reality. Would you like to see him? Very well, then, I'll get you an introduction. The man's real name is Byrne—Dr. Byrne, he says—an Irishman and a graduate of Trinity College with M.D. after his name. This is what he claims, but I am skeptical on that point, tho the man's English and breeding when he chooses are perfect."

"How did Mr. Dickens come to choose him as a character?" I asked.

"He had heard of Byrne's extraordinary personality from a reporter," replied Haley, "and, having begun 'Master Humphrey's Clock,' later 'The Old Curiosity Shop,' he engaged me to interview him. I did so. The result was *Quilp* in 'The Old Curiosity Shop.'"

"Did Dickens see Byrne before he drew the character of Quip?"

"Yes, he was over an hour in his company. The master mind of the novelist discerned the possibilities of such a personality—and we all know how purposeful were Mr. Dickens' views on character portrayal. But why not see Byrne yourself and judge?" Mr. Haley suggested.

"When and where can I see him?" was my next question.

"Any night this week, either at the Old Bell, the Temple Forum, or the Cogers' Hall. At present I'm on the outs with Byrne," Mr. Haley explained, "but I'll get Gyles to bring you together. I'll see Gyles to-day at *The Chronicle.*"

Alfred Gyles, well known in Fleet Street in those days, edited *The Chronicle*, following the retirement of his friend, J. F. Robinson, the novelist. The Byrne appointment was for the following Wednesday evening, the place the Old Bell, a half literary, half newspaper house, frequented by some of the oddest characters in London.

Between 9 and 10 Wednesday night I was presented by Mr. Gyles to Dr. Byrne, alias *Daniel Quilp*. It was then I saw the flesh-and-blood character of the delineation—and how true the great novelist had drawn the living characteristics of the man Byrne as *Quilp*. In all my experiences—and they have been varied—I had, up to this time, never met a man with such a basilisk expression of eye and malicious savage humor of visage as this self-styled Irish doctor, Mr. Byrne. Every feature of Dickens' *Quilp* was there, and, in my judgment, the portraiture was rather under than overdrawn by the novelist.

I met Haley next day in the editorial rooms of *The Chronicle*. He asked me what I thought of the doctor. "True to life," I replied. "*Daniel Quilp* is no caricature. The real and imaginary are as two peas in a pod."

The last time I saw Dr. Byrne, alias *Quilp*, was in the second-story window of an apartment in Wellington Street, Strand, as he scattered heated pennies to a crowd of scrambling street arabs. His sardonic face appeared half-a-dozen times at the open window and he shrieked with a malicious glee as he heard one or the other of the urchins cry out with pain. "Fight, you dogs, fight!" he screamed. Dr. Byrne, alias *Quilp*, was the grimmest humorist I ever met.

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Non-residents may *now* carry bank balances or deposit their securities in New York City, either temporarily or permanently, with the assurance that they will not be subject to the Inheritance Tax.

The new law, *now* in force, provides that *intangible property*, defined by the law as "incorporeal property, including money, deposits in bank, shares of stock, bonds, notes, credits, evidences of an interest in property, and evidences of debt," held in New York by bona fide non-resident decedents, is not taxable in that state.

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We have prepared a booklet containing the text of the new Inheritance Tax Law, together with explanatory notes, which we will be pleased to furnish upon request.
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of New York
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Capital and Surplus - - $23,000,000
Deposits - - - - - 163,000,000

THE SPICE OF LIFE

Fooled It.—Mike (in bed, to alarm-clock as it goes off)—"I fooled yez that time. I was not aslape at all."—*Punch.*

It Can be Done.—"You make 30,000 marks a year as aviator? And yet people say you can't live on air."—*Fliegende Blätter.*

Only Ordinary.—PIFFLE—"They say he is a criminal lawyer."

POTTLE—"Yes; but I don't believe he is specially so."—*The Pathfinder.*

Foolish.—"That heiress is going to marry a struggling young man."

"If she is a sure-enough heiress what's he struggling for?"—*Houston Post.*

"Look-Out Mountain."—"Better pull down the window curtains," said the guest at the mountain hotel to his wife; "remember the mountain peaks."—*Boston Transcript.*

On His Way.—"Binks has risen in the world."

"Yes, I hear that he is working in the subway now instead of in a coal-mine."—*Brooklyn Life.*

Blue and Black.—"You look blue."

"I am. I have called on her father."

"What did he say that so upset you?"

"It was not what he said that upset me."—*Houston Post.*

His Reason.—PHOTOGRAPHER—"What makes you wear such a wobegone expression!"

SUBJECT—"My wife's away. I want to send one to her?"—*Puck.*

Did Right.—FUSSY LADY PATIENT—"I was suffering so much, doctor, that I wanted to die."

DOCTOR—"You did right to call me in, dear lady."—*London Opinion.*

Solved.—WILLIS—"I wonder if there will ever be universal peace."

GILLIS—"Sure. All they've got to do is to get the nations to agree that in case of war the winner pays the pensions."—*Puck.*

Unavoidable.—OWNER—"How did you come to puncture the tire?"

CHAUFFEUR—"Ran over a milk bottle."

OWNER—"Didn't you see it in time?"

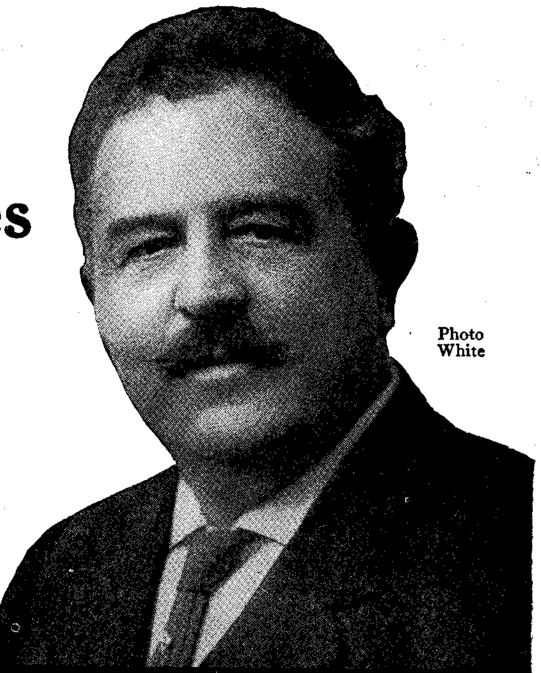
CHAUFFEUR—"No; the kid had it under his coat."—*Town Topics.*

A Financier.—BOSS—"There's $10 gone from my cash drawer, Johnny; you and I were the only people who had the keys to that drawer."

OFFICE BOY—"Well, s'pose we each pay $5 and say no more about it."—*Philadelphia Bulletin.*

Consoling.—PROSPECTIVE TENANT—"I like the house, but I don't like that huge building in front. It's such a dreary outlook."

AGENT—"Oh, but that's only a gunpowder factory. It might explode any day."—*London Opinion.*



Victor Herbert now makes records only for the Victor

Photo White

June 1, 1911

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You can take Victor Herbert's word for it. America's gifted composer is surely a competent authority on music.

He realizes the Victor is the only instrument that brings to you the music of his orchestra as his orchestra actually plays it.

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The first Victor Records by Victor Herbert's Orchestra

Victor Purple Label Records, 10-inch, 75 cents.

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60051 **Melody in F** .... **Rubinstein**

Victor Purple Label Records, 12-inch, $1.25

70046 **Liebestraum** (A Dream of Love) .... **Liszt**
70047 **Air for G String** .... **Bach**
70048 **March of the Toys** (From "Babes in Toyland") **Herbert**

Victor Talking Machine Co., Camden, N. J., U.S.A.

Berliner Gramophone Co., Montreal, Canadian Distributors

Victor "HIS MASTER'S VOICE" REG. U.S. PAT. OFF.

Victor

The Victor Records are on sale at all dealers on the 28th of each month.

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JOHN DAVEY
Father of Tree Surgery

NO ONE EXPECTS THEM TO BE

Most of their time is taken up with industry and commerce—in making and buying and selling. They know in a general way the value of the trees—tree value is becoming evident to every one. But they too often take it for granted that the trees are attending to their own business and thriving, whereas all trees need care, many require treatment.

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Moline, Ill., March 13, 1911.

I beg to advise you that my trees are looking very good. Some of the old elms in the front of my property were beginning to deteriorate. I think with the treatment you have given them they will come through all right and remain live sentinels for many, many years, shielding my residence from too great familiarity of the hot summer suns. I look upon the work with very great satisfaction and am glad every time I look at the trees that they have had your scientifically intelligent attention.

Most sincerely, GEO. A. STEPHENS.

The Davey Tree Expert Co., Inc., 179 Larch St., Kent, Ohio (Operating the Davey Institute of Tree Surgery)

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The Man from Indiana Writes-

"The Monitor Boiler has proved satisfactory in every way and I take pleasure in recommending it." — Mr. Charles Wolfred, Indianapolis. It takes a mighty up-to-date and efficient piece of machinery to get this unqualified sort of indorsement from an Indiana citizen—who knows and insists upon the best in everything.

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in Indiana as in some two dozen other states, and has many *warm* friends there, even in the coldest weather. The Monitor gives the heat wanted, at a great economy of fuel; no other can excel it for convenience of operation, cleanliness and safety. Booklet, "From the Basement Up," contains the proof. We want you to read it. Write for it *now*.

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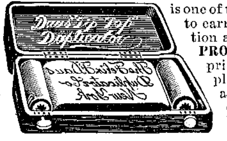

Farr's New Book—Peonies, Irises, Hardy Specialties

Planning a better garden next year? Let's get acquainted; I know every inch of the amateur's road, and can help you if you write me freely about your gardening troubles. Wyomissing Nurseries are but the expansion of a tiny "Boy's Garden" in the West,—a hobby grown into a business.

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For twelve years I have lived with my peonies—"The Aristocrats of the Hardy Garden," studying them and increasing my plantings. Nowhere else is there another such collection as mine; it includes every variety of merit; yet there is no room for the common-place.

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describes 500 or more peonies, not more than a dozen of which are of unknown origin. More than 300 descriptions re-written in the field while plants were flowering; colors determined by the American Peony Society's official Color Chart.

My new book has 24 pages of halftones and color plates. Free to all who own a garden or expect to; too expensive for promiscuous distribution. Plant peonies in September; send *now* for this book.

BERTRAND H. FARR, Wyomissing Nurseries,
643 A Penn Street, Reading, Pennsylvania.

A Large Undertaking.—MARY—"Why doesn't she bury her past and begin all over again?"

CARRIE—"She can't afford to buy a whole cemetery."—*Puck.*

Feminine Figures.—"He's the man of the hour."

"Isn't there ever a woman of the hour?"

"Yes; but it takes her an hour and a half."—*Chicago News.*

The Right Side.—UNCLE JACKSON (showing city boy the farm)—"With all your city eddication, sonny, I'll warrant you don't know which side you milk a cow frum?"

THE BOY—"Sure, I do. It's the under side!"—*Puck.*

A Necessary Change.—REV. MR. HOLLERS—"Mistah Johnsing, what foh you call dat son of yoh's Izaak Walton, when he was baptized George Washington?"

MR. JOHNSON—"Because, sah, dat rascal's reputashun for verac'ty made dat change imper'tive."—*Christian Register.*

The Modern Way.—"I thought there would be trouble when you discovered that those two poker-players were in collusion."

"Yes," replied three-finger Sam. "It looked dangerous till they explained that they weren't cheating, but were merely operating under a gentleman's agreement."—*Washington Star.*

At a Safe Distance.—"That member of Congress says you have voted for him for the last fifteen years."

"That's right," replied Farmer Corntossel.

"You must think a lot of him."

"Well, I dunno. You see, fifteen years ago I had a couple o' hoss trades with him, an' since then I've allus felt safer with him spendin' so much of his time in Washington."—*Washington Star.*

Answered.—Bishop Goodman was one day addressing a Sunday-school when he said, in a most expressive way: "And now, children, let me tell you a very sad fact. In Africa there are 10,000,000 square miles of territory without a single Sunday-school where little boys and girls can spend their Sundays. Now, what should we all try and save up our money and do?"

And the class, as one voice, replied in ecstatic union, "Go to Africa!"—*The Watchword.*

A Poser.—The supervisor of a school was trying to prove that children are lacking in observation.

To the children he said, "Now, children, tell me a number to put on the board."

Some child said, "Thirty-six." The supervisor wrote sixty-three.

He asked for another number, and seventy-six was given. He wrote sixty-seven.

When a third number was asked, a child who apparently had paid no attention called out:

"Theventy-theven. Change *that*, you darned thucker!"—*Everybody's.*

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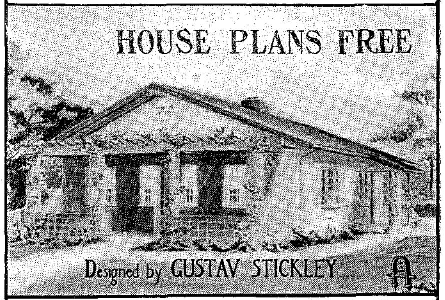

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FIFTY YEARS AGO

September 9.—The Governor of Kentucky sends to the State legislature messages from General Pope proposing that Northern and Southern armies be both withdrawn from the State and its neutrality be respected.

General A. Sidney Johnston is placed in command of the Confederate forces on the upper Mississippi.

September 10.—Two Union gunboats encounter two Confederate gunboats and a Confederate battery at Lucas Bend, Mo., silencing the battery and disabling one of the Southern gunboats.

General Rosecrans attacks the forces under General Floyd near Summersville, Va., and, after a sharp engagement, General Floyd retires, leaving his camp equipage, wagons, horses, and large quantities of ammunition.

September 11.—A sharp skirmish occurs near Lewisville, Va.

The Kentucky legislature directs the Governor to order the Confederate troops to leave Kentucky. A counter-resolution, ordering both Southern and Northern troops to leave the State, is negatived under the rules of order.

Charles Henry Foster, claiming to be a Congressman-elect from North Carolina, calls upon President Lincoln and offers a brigade of North Carolina loyalists for the war.

President Lincoln instructs General Fremont to modify his emancipation proclamation to conform to the laws of the United States on this question.

September 12.—Skirmishes occur at Petersburg, Va., and Black River, Mo.

The Kentucky legislature authorizes the Governor to call out the military force of the State to drive out the Southern invaders.

A Baltimore paper is excluded from the mails for disloyal utterances.

September 13.—A party of Confederates attack the Union force at Booneville, Mo., but are driven off.

The Confederate steamer *Yorktown* attacks the blockading squadron at Newport News, but is repulsed.

September 14.—An expedition from the Union flagship *Colorado* cuts out and burns the Confederate privateer *Judah* from under the guns of the forts of the Pensacola Navy Yard.

September 15.—A sharp skirmish takes place about three miles above Harper's Ferry on the Potomac.

CURRENT EVENTS

Foreign

August 25.—The French Cabinet unanimously approves the instructions to Jules Cambon, Ambassador at Berlin, offering France's maximum terms on the Morocco question.

August 28.—Admiral Togo sails from Seattle for Japan.

August 30.—Francisco I. Madero is nominated for the Presidency by the Mexican Progressive party, in convention in Mexico City.

The Belgian Government is strengthening its garrisons on the French and German frontier in anticipation of a conflict over Morocco.

Enrico Alfano, the alleged head of the Camorrists, is sentenced to three months imprisonment at Viterbo for insulting the president of the court in which he and his associates are on trial.

August 31.—The British National Gallery buys the painting, "The Adoration of the Kings," by Jan Gossaert of Mabuse, for $200,000.

Domestic

WASHINGTON

August 26.—The President, speaking at Hamilton, Mass., assails the coalition in Congress that passed "Tariff-for-politics-only" bills.

August 27.—President Taft announces that he will make 200 addresses on his approaching Western trip, and that the question of tariff revision will be the principal issue of the 1912 campaign.

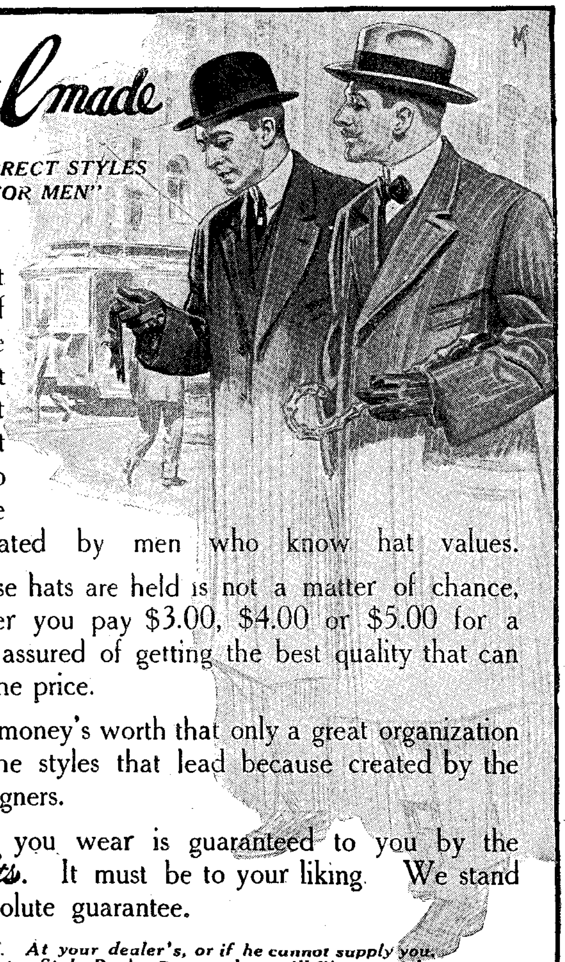
GENERAL

August 24.—Peter Carter, a negro, is lynched at Purcell, Okla., after being captured by men of his own race.

August 25.—Twenty-nine are killed and many injured in a wreck on the Lehigh Valley Railroad near Manchester, N. Y.

Atwood completes his journey from St. Louis to New York, landing in record time at Governor's Island. His elapsed time was 11 days, 6 hours and 3 minutes, but his actual flight only 28 hours and 27 minutes.

August 26.—The largest battleship in the world, the *Rivadavia*, of the Argentine Navy, is launched at Quincy, Mass.



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are not only correct, but they confer a fine air of distinction. Styles that are recognized as always right—quality that is the finest that can be put into a hat—splendid workmanship—these unite to give the tone that is appreciated by men who know hat values.

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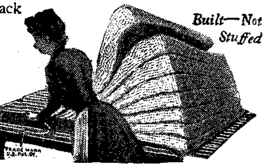

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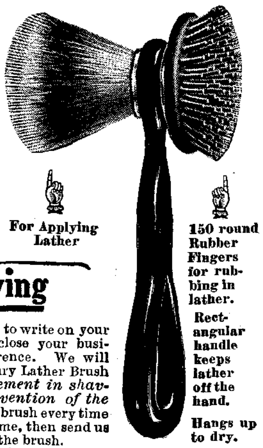

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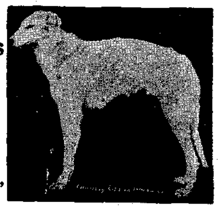

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"E. D.," Millis, Mass.—"Please give the correct pronunciation of the two names *Iago* and *Roderigo* as contained in Shakespeare's tragedy 'Othello'."

The pronunciation of *Iago* is î-ā'gō (i as in marine, a as in arm, o as in no). *Roderigo* is pronounced either Rō"de-rî'gō (both o's as in no, i as in marine), or, rod"er-î'gō (first o as in not).

"L. B.," Brooklyn, N. Y.—"Kindly state which one of the following phrases has the correct form: all-around; all-'round; all-round."

The STANDARD DICTIONARY (p. 1555, col. 2) records this expression as "all-round." This gives emphasis to "the strictly circular nature of the position or relation" which characterizes a person who is familiar with all the details surrounding any department of activity.

"D. J.," Jersey City, N. J.—"The question has arisen as to the use of the capital in spelling the word 'Christian' when employed in the sense of a baptismal name; as, 'John is his Christian name.' Should the capital letter be used in this instance?"

The STANDARD DICTIONARY records no use of this word in which it is permissible to omit the capital letter. The derivation of the word renders the capital necessary.

"M. D. F.," St. Louis, Mo.—"(1) Is there any authority for accenting the first syllable of the word 'pianist'? (2) Does the addition of the *e* in the two words 'pianiste' and 'artiste' affect the meaning or the pronunciation of these terms?"

(1) There is dictionary recognition and authority for this pronunciation of the word "pianist."

(2) The addition of the *e* in the first word designates the feminine form. In the second word, it affects both the meaning and the pronunciation. The term "artiste" indicates a person who makes a fine art of his occupation, or a professional singer or dancer who gives a very artistic performance. This new application of the word is the result of the tendency to confine the term "artist" strictly to one who is skilled in the art of painting. "Artiste" is accented upon the second syllable.

"C. R. G.," Detroit, Mich.—"Will you please make clear the obscure construction in the sentence, 'I should like to be he (or him)'?"

A discussion of this sentence has always brought forth many differences of opinion, but the following quotation from Reed & Kellogg's "Higher Lessons in English" would appear to offer a reasonable analysis of this and similar constructions: "The nominative and the objective forms of the pronoun occur so rarely in such constructions that it seems impossible to determine the usage. . . . The assumed subject of the infinitive being omitted when it is the same in sense as the principal subject, *him*, in the sentence, *I wish* (*me* or *myself*) *to be him* [or, *I should like to be him*] is the proper form, being in the same case as *me*.

The Worm Turned.—He was quite evidently from the country and he was also quite evidently a Yankee, and from behind his bowed spectacles he peered inquisitively at the little oily Jew who occupied the other half of the car-seat with him.

The little Jew looked at him deprecatingly. "Nice day," he began politely.

"You're a Jew, ain't you?" queried the Yankee.

"Yes, sir, I'm a clothing salesman—" handing him a card.

"But you're a Jew?"

"Yes, yes, I'm a Jew," came the answer.

"Well," continued the Yankee, "I'm a Yankee, and in the little village in Maine where I come from I'm proud to say ther ain't a Jew."

"Dot's why it's a village," replied the little Jew quietly.—*Everybody's*.

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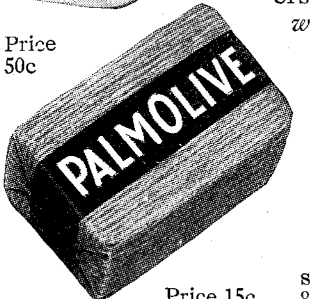

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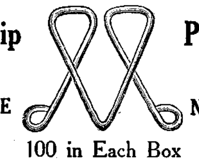

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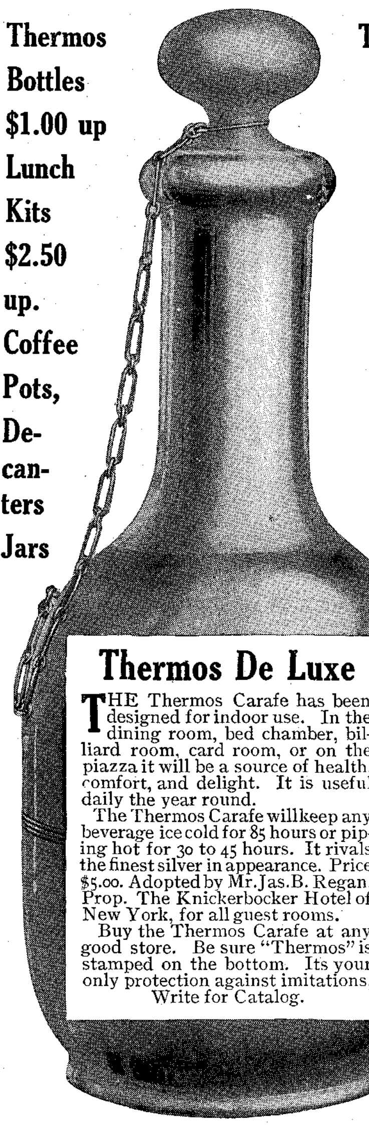

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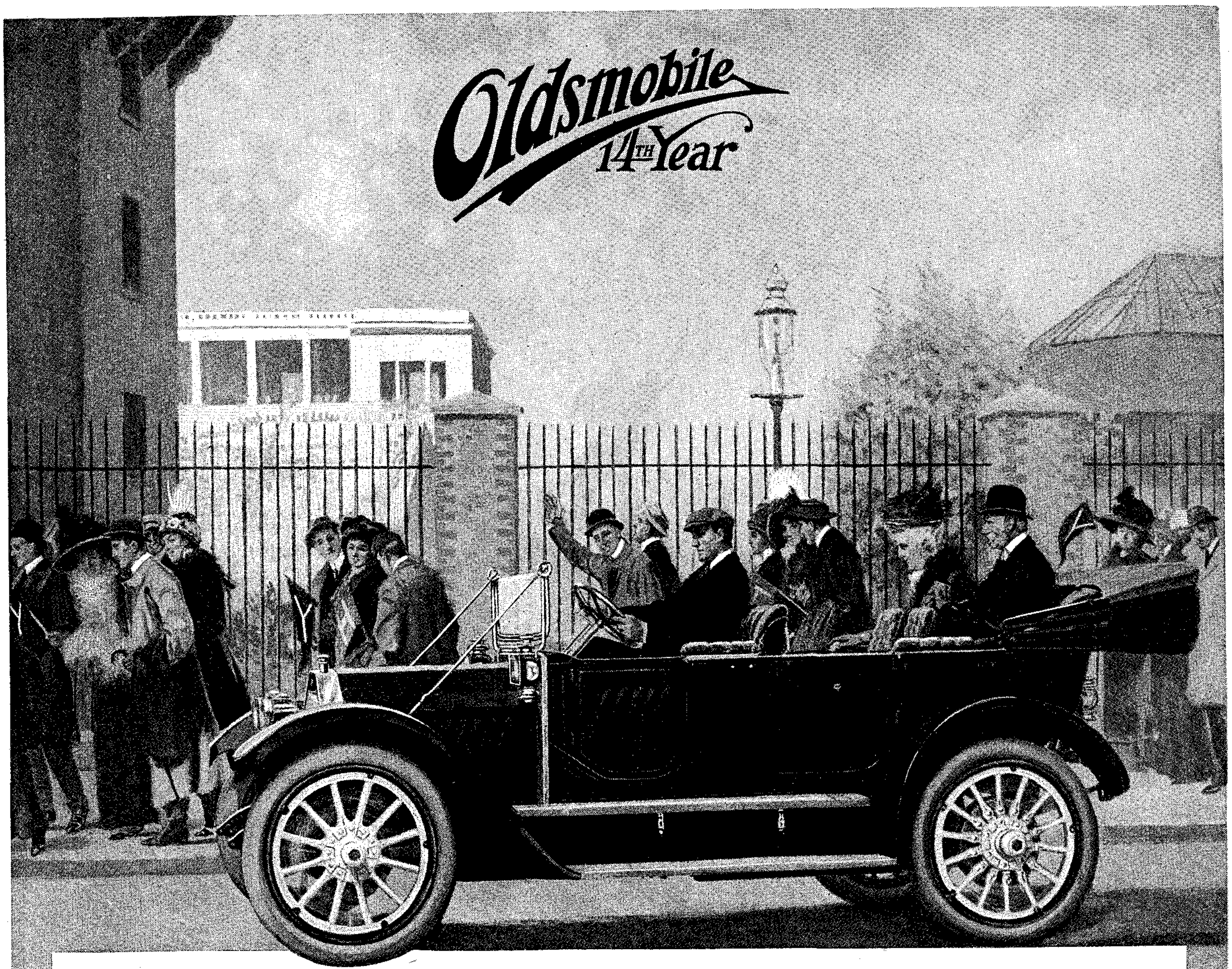

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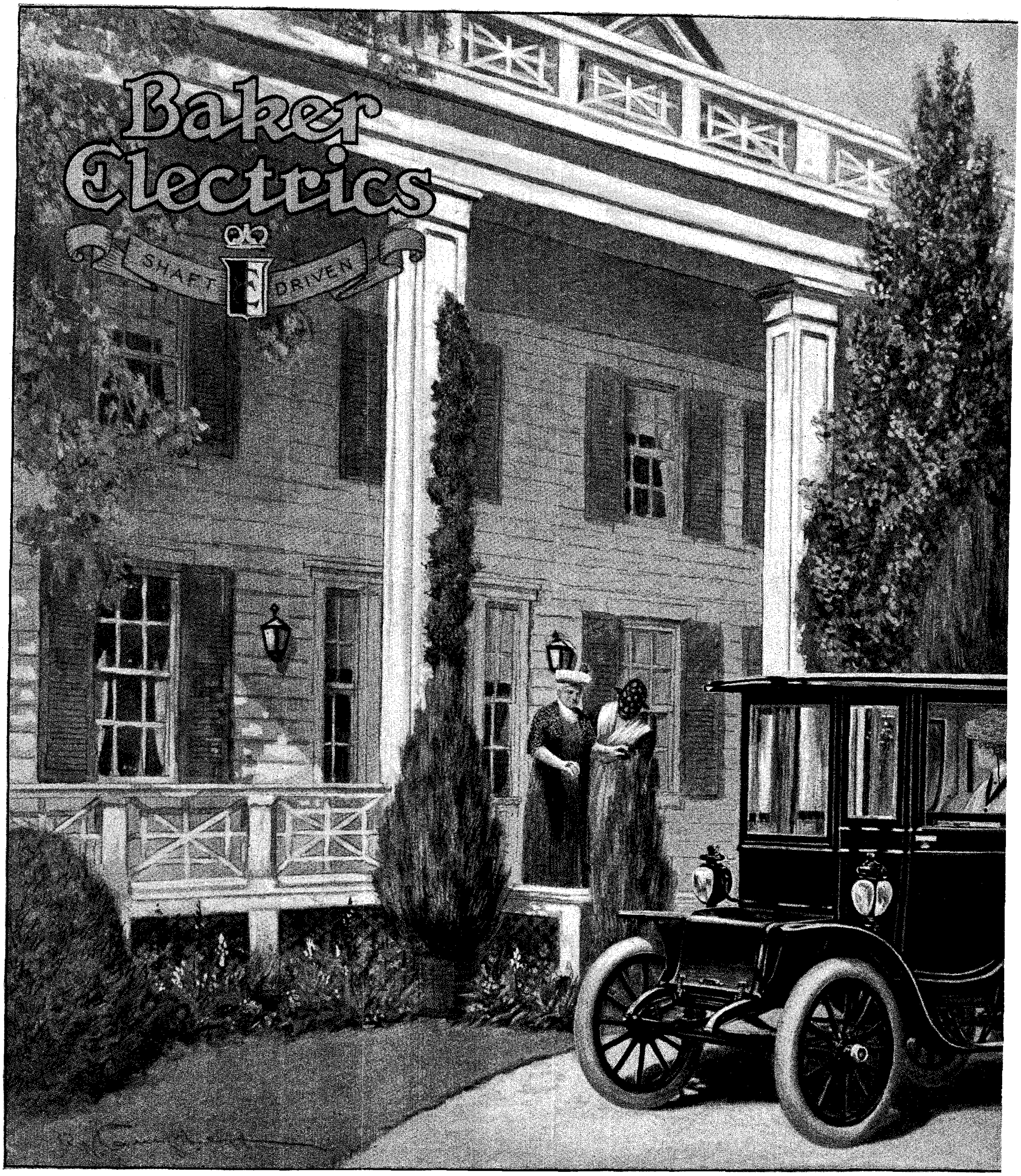

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